



sustainable thriving achieving

East Dunbartonshire Council

www.eastdunbarton.gov.uk



Draft **Active Travel Strategy** 2027 to 2037



Contents

Overview of the ATS2	3
Our mission	3
Strategic alignment	3
ATS2 Themes	3
Supporting documents	3
What is Active Travel?	4
Benefits of active travel	5
Barriers to active travel	7
Evidence Reports	9
Policy	9
Key statistics	10
Network audit	11
Network connectivity	11
Delivering active travel projects and policy	11
Resident survey findings	11
Consultation	11
Options generated	11
Summary Booklet	11
Mission, priorities and targets	12
ATS2 project themes	15
Walking and Wheeling Network	15
Connectivity Corridors	17
Behaviour Change	18
Programmes	18
Infrastructure	18
Green Active Travel Networks and Access to Quality Open Spaces	19
Policies	20
Policies: Walking and Wheeling Network	21
Policies: Connectivity Corridors	32
Policies: Behaviour Change	40
Policies: Green Active Travel Networks and Access to Quality Open Spaces	47
Delivery and Funding	55
Monitoring	56

Overview of the ATS2



Our mission

East Dunbartonshire's second Active Travel Strategy (ATS2) sets out the mission that walking, wheeling or cycling will be the first and natural choice for local everyday trips.

Strategic alignment

The Council has a target for the East Dunbartonshire area to reach net zero emissions by 2045. Creating the conditions to support additional active travel are a core part of achieving this target, particularly since transport is the highest emitting sector in Scotland.

This ATS2 sets out the policies and actions required to drive forward modal shift and contribute to East Dunbartonshire's transport needs and contribute to outcomes 3, 4 and 5 from the Local Outcomes Improvement Plan by helping to deliver the Council's wider policy objectives relating to:



Climate and Environment



Health and Wellbeing



Equality and Inclusion



Inclusive Growth and Local Economy

ATS2 Themes

There is clear public support for proposed measures set out within this ATS2 and extensive input and evidence was gathered through the 2021 [Active Travel Discussion](#) which informed the four key themes for active travel policy and actions:



Walking and Wheeling Network - high-quality, accessible walking and wheeling routes that connect key trip generators in towns and villages



Connectivity Corridors - safe on-road cycling infrastructure or development of People-First streets along main routes that connect places people want to go



Behaviour Change - initiatives that give people of all ages and abilities the confidence and capabilities to switch their local everyday journeys to active travel



Green Active Travel Networks - a series of interconnected routes linking towns and villages to the countryside and quality recreational open space

Supporting documents

The ATS2 is supported by a number of additional documents:

- Local Outcomes Improvement Plan
- Local Transport Strategy
- Climate Action Plan
- Greenspace Strategy
- East Dunbartonshire Health and Social Care Partnership Strategic Plan
- Local Development Plan
- Parking Management Plan
- Forthcoming Local Biodiversity Action Plan
- Additional national, regional and local documents as set out in the [Evidence section](#)

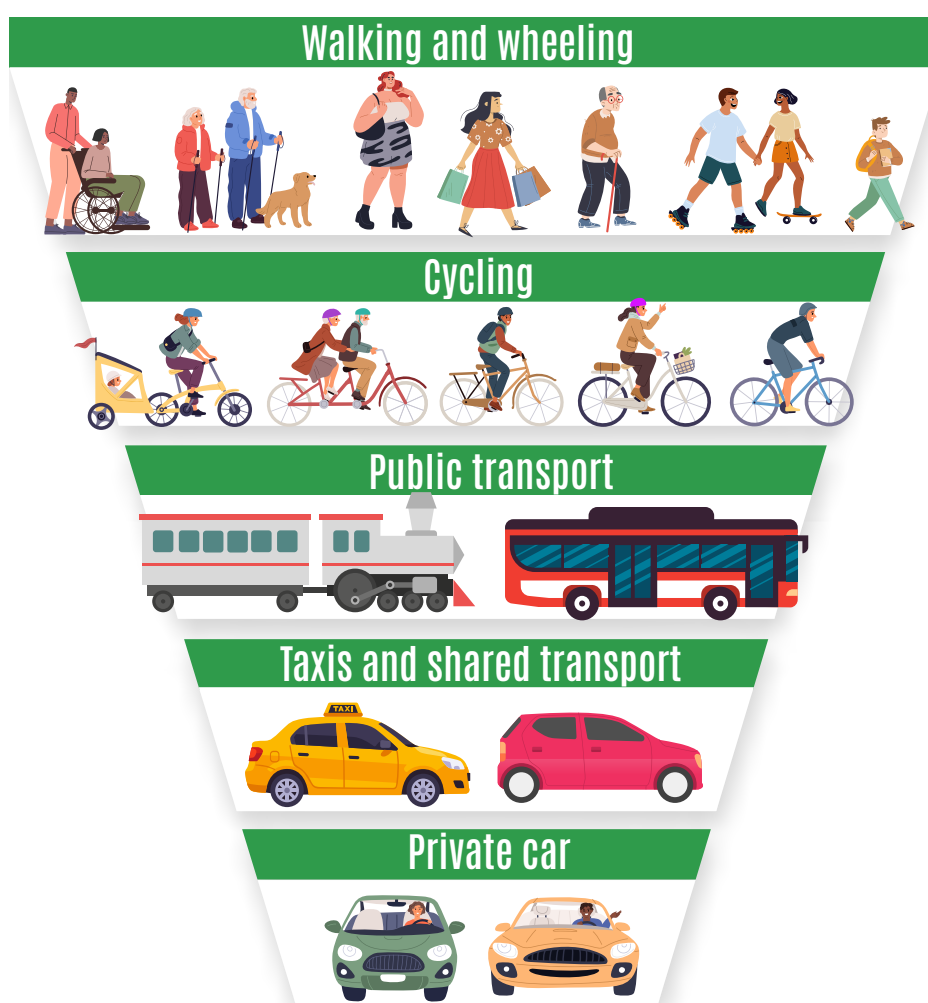
What is Active Travel?



Active travel means getting around by walking, wheeling or cycling, this includes wheeled mobility aids and different kinds of cycles.

‘Walking and wheeling’ includes but is not limited to getting around while using wheelchairs, mobility scooters, walking frames, pushing prams or buggies. Many, but not all, people with disabilities identify with the term wheeling and it is important to note that not all those with a particular disability have the same needs.

Active travel is sometimes viewed as synonymous with cycling, but its definition is wider and includes walking and wheeling. Therefore, East Dunbartonshire’s ATS2 concentrates on how best to apply the National Transport Strategy’s *Sustainable Travel Hierarchy* to local policy (see Hierarchy below). This ATS2 addresses how to improve conditions for the top rows of the hierarchy (walking, wheeling and cycling).



The Scottish Government has laid out clear, long-term targets which can only be met with local action. This ATS2 sets out an evidence-based, context-specific approach to improving the conditions for active travel in East Dunbartonshire so that active travel is the first and natural choice for local everyday trips.

This ATS2 replaces the Council’s previous Active Travel Strategy 2015-2020.

Benefits of active travel



Active travel provides wide-ranging benefits for individuals, our communities and the environment.

The eight detailed [evidence reports](#) for the ATS2 provide robust evidence of the benefits of active travel. Improving East Dunbartonshire's active travel infrastructure and rates of participation will help to deliver the following benefits for residents and visitors alike:

Improved health and wellbeing through increased levels of activity

- There are [links](#) between adult obesity levels and travel behaviour: countries with higher levels of active travel tend to have lower obesity rates
- Regular bike commuting is linked to [lower risks of cancer and heart disease](#)
- One in six people experience depression, anxiety or stress-related problems – [evidence](#) suggests active travel can contribute positively towards mental health
- In 2014 it was estimated that, physical inactivity costs the NHS in Scotland around [£94 million and results in 2,500 premature deaths annually](#)
- Health benefits flowing from increased physical activity from more walking, wheeling and cycling could produce [£4 billion in co-benefits](#)
- Higher rates of active travel positively impact employee health, with [lower absentee rates](#) among those who cycle to work

Improved access to local amenities and jobs for all; economic development and growth

Town Centres

- Improved access to work, leisure and shopping stimulates local sustainable economic growth in towns and high streets. Research conducted by [Living Streets](#) shows that where the pedestrian experience has been improved, there was a 20-35% increase in footfall. This contrasts with a 22% decline in footfall across the UK from 2007 to 2017
- [Evidence](#) suggests that people who walk, wheel or cycle to town centres [spend more money than those who drive](#)
- [Evidence](#) also suggests that businesses may overestimate their customers' car use

Tourism

- Users of Scotland's National Walking and Cycling Network spent [£1.9 billion](#) across local economies in Scotland in 2019. 145 million trips were made on the network supporting around 27,500 jobs
- East Dunbartonshire has tourism assets linked to this: the Antonine Wall, the Campsie Fells, the Forth and Clyde Canal, Mugdock Country Park, the West Highland Way, the Strathkelvin Railway Path and the John Muir Way
- Enhancing, extending, linking to and creating active travel infrastructure can [support local economies and boost tourism](#)



Reduced congestion

- There were [over double](#) the number of registered vehicles in the UK in 2024 compared to 1990 (over 41 million compared to 20 million)
- Cars are, on average, significantly [larger than in the past](#) which puts more pressure on public infrastructure
- Creating the conditions to support active travel can [decrease congestion and the number of vehicles on roads by giving people viable alternatives](#)

Improved air quality

- Whilst vehicles have become more efficient in recent years, the volume of traffic has increased, contributing to poor air quality on streets
- Creating viable alternatives to driving will help to reduce the amount of harmful gas emitted and improve air quality. This will have an impact on public health, particularly for [children](#) and those with existing conditions

Better, safer and more pleasant streets and places for people

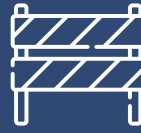
- [17% of households](#) in East Dunbartonshire do not have a car or van and are likely to rely on other modes of transport
- Improving active travel provision and reducing traffic levels and speeds leads to safer places for people, particularly children
- Reducing the volume, speed and priority of vehicles in towns and residential areas helps to make streets safer, more pleasant and more sociable places for all
- Improving public realm improves [business outcomes](#)
- [Public health research](#) found that roads with 20mph speed limits in Edinburgh had 23% fewer fatalities, 33% fewer serious casualties and 37% fewer slight casualties (similar findings from London following implementation of 20mph speed limits)

Environmentally friendly

- Creating the conditions to support active travel is a core part of the action required to reach net zero



Barriers to active travel



The eight detailed [evidence reports](#) for the ATS2 provide robust evidence of the barriers to active travel in East Dunbartonshire. Key points from these reports include the following:

Safety and Security

The main barrier to active travel uptake, as reported in every annual East Dunbartonshire Travel Survey, are the safety concerns of sharing space with motor traffic.

The ATS2 **project themes** aim to address these safety concerns. Where traffic volumes and/or speeds are high, **segregated cycling infrastructure** is proposed to [emulate the success](#) of these routes in increasing cycling around Scotland. Bridging gaps in the **Walking and Wheeling Network** will make routes and crossing points safer for those walking and wheeling.

Perceptions of personal safety and security are recognised barriers to active travel, particularly outside daylight hours. Factors such as overgrown vegetation, poor natural surveillance, inadequate lighting and poorly maintained routes can discourage use by making people feel vulnerable. Policies within the ATS2 **project themes** aim to improve perceptions of security, encouraging more people to choose active travel.

Convenience

In every year the East Dunbartonshire Travel Survey has been undertaken, respondents report that the convenience of active travel is a barrier to uptake.

This ATS2 aims to make active travel the first and natural choice for local, everyday trips. All ATS2 project themes share this mission. The **Walking and Wheeling Network** and **Connectivity Corridors** will connect as many residents as possible to everyday places via accessible, high-quality routes that make active transport a more convenient option for all.

Carrying things and transporting people

Consistently selected as the third most significant barrier to active travel, is the need to transport people and carry objects, like shopping.

Behaviour change policies aim to improve storage for a wide range of cycles in town centres, such as legal e-bikes, cargo bikes and alternative cycles, to help make cycling a viable option for transporting people and goods. Where there is high-quality infrastructure for cycling, people are more comfortable and confident making trips while carrying things and transporting people. The **Walking and Wheeling Network** will also help to raise the profile of East Dunbartonshire's active travel network.



Vehicle-dominated environments

Vehicle-dominated streets are a barrier to active travel. Barriers to walking and wheeling disproportionately affect the elderly, those with restricted mobility and parents of young children. This is due to the difficulty of navigating vehicle-dominated environments safely whilst walking and wheeling, particularly with restricted/impaired mobility or transporting children.

All project themes aim to drive modal shift towards active travel, reducing total car kilometres in East Dunbartonshire.

Green Active Travel Networks involve a series of interconnected corridors that link areas within and between settlements, including towns and villages, to the countryside, enhancing East Dunbartonshire's extensive outdoor network. Routes that form part of the green network can include canals, river corridors and disused railway lines. These may link green spaces together.



Access: cycle ownership, maintenance and storage, social and physical barriers

Access is a barrier because people must consider the cost of owning and maintaining a bike, storing it and the physical and social barriers to walking, wheeling and cycling.

Walking is free and requires minimal equipment and physical fitness. The **Walking and Wheeling Network** is a comprehensive plan to make walking and wheeling accessible for all. **Behaviour change** policies can increase access to active travel for all, particularly children, those with lower incomes, the elderly and those with restricted mobility.

Conditions: distances, hills, weather

The West of Scotland has a mild climate with above average rainfall and East Dunbartonshire has an undulating landscape. The distances of some trips may be too long to regularly take by active travel.

The impact of these factors will be mitigated but not eliminated by the ATS2. High-quality **walking and wheeling networks, cycling infrastructure** and **green active travel networks** means that active travel can be the first and natural choice for local everyday trips in all conditions. **Behaviour change** policies aim to improve access to legal e-bikes which are helpful for longer and/or hilly trips, whilst evidence from Glasgow shows that modal shift can be achieved in the west of Scotland's climate. Some distances between towns (particularly east-west trips) are challenging for regular, everyday trips to be taken by active travel: as a result, the project themes focus on encouraging active travel for local, everyday trips.



Eight evidence reports and an accompanying Summary Booklet provide a robust evidence base for the ATS2. This section provides a brief overview of the comprehensive evidence gathering and analysis process that supported the development of this strategy.

Policy

National policy:

- A commitment to reach net zero carbon emissions by 2045 as set out in the [Climate Change Plan 2026 to 2040](#). The Climate Change Plan also aims to reduce car demand by around 4% by 2030 and 6% by 2035 to align with the [Climate Change Committee's Scottish carbon budgets](#).
- The second [National Transport Strategy \(NTS2\) \(2020\)](#) embedded the [Sustainable Travel Hierarchy](#) into policy. Active travel modes are at the top of the hierarchy and the private car is at the bottom: this helps guide transport policy, decision-making and investment. NTS2 embedded in national policy four transport policy priorities: reduce inequalities, take climate action, deliver inclusive economic growth and improve health and wellbeing
- In 2020, Transport Scotland set out a vision for 2030 in the [Active Travel Framework](#): “Scotland’s communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys.” This vision was reiterated in Transport Scotland’s [Cycling Framework for Active Travel - A Plan for Everyday Cycling \(2023\)](#)
- [National Planning Framework 4 \(NPF4\) \(2023\)](#) promotes active travel through connected networks and spatial principles including local living and 20-minute neighbourhoods
- [Strategic Transport Projects Review 2 \(2022\)](#) sets out what active travel infrastructure will look like, including the reallocation of road space for active modes, segregated cycling infrastructure and network improvements (including surfaces, crossings and lighting) as well as quiet rural routes connecting smaller settlements and enabling active travel access to visitor attractions
- Scotland’s [Road Safety Framework to 2030](#) pursues a long-term vision for zero deaths or serious injuries on Scottish roads by 2050, and for Scotland to have the best road safety performance in the world by 2030
- Aligning with the Road Safety Framework, the Scottish Government is committed to the [implementation of 20mph speed limits](#) on those roads where it is appropriate to do so. Across East Dunbartonshire 20mph will become the default speed limit to improve road safety and encourage active travel uptake
- [Physical Activity for Health – Scotland’s National Framework \(2024\)](#) aims to improve health by promoting physical activity, recognising its vital role in enhancing overall wellbeing, and includes prioritising active travel as one of its strategic outcomes
- [Scotland’s Population Health Framework 2025-2035](#) sets out the Scottish Government and COSLA’s long-term collective approach to improving Scotland’s health and reducing health inequalities for the next decade, including implementation of physical activity policy actions as outlined in the National Physical Activity for Health Framework (above)

Regional policy:

- Strathclyde Partnership for Transport’s (SPT) [Regional Transport Strategy 2023-2038](#) and [Regional Active Travel Strategy 2024-2028](#) aim for a 20% reduction in car kilometres by 2030 as well as a 53% reduction in transport emissions and for a 45% modal share for active and sustainable transport by 2030. SPT’s ATS sets out a number of route corridors that will provide key strategic cross-boundary connections across the region. It will be important for East Dunbartonshire Council to work closely with SPT, and other partners, to ensure a coordinated approach to drive forward active travel provision

Local policy:

- East Dunbartonshire's Local Transport Strategy 2020-2025 sets out six Transport Planning Objectives which inform the ATS2's mission, priorities and targets for active travel. Action 7 of the LTS is to produce an ATS which "aligns with Transport Planning Objectives and ensures more journeys are made by active travel."
- East Dunbartonshire's [Climate Action Plan \(2026\)](#) outlines how the Council will support the Scottish Government's aim to reduce greenhouse gas emissions including through a target of 9% of car journeys moving to walking and cycling, translating to a 3% reduction in car mileage, by 2045 in line with the Climate Change Committee targets

Key statistics

Climate emergency

- In Scotland, [domestic transport accounted for 28% of total greenhouse gas emissions in 2024](#)
- In 2023, passenger cars accounted for [39% of transport greenhouse gas emissions](#)
- [Two-thirds of car journeys in Scotland are single-person occupancy and over 50% of journeys under 5km are taken by car](#)

Participation

- 4.3% of people cycled as their main mode of transport in 2022 (Source: East Dunbartonshire Travel Survey)
- Responses to the 2022 East Dunbartonshire Travel Survey indicated that 1% of females and 10% of males cycled as their most frequent way of travelling
- [Arup and Sustrans](#) found that only one in four women found cycling to be safe in their area and 36% of women do not currently cycle but would like to
- Cycle counts recorded on Townhead, Kirkintilloch increased by 17% between May 2021 and May 2025, and by 62% between September 2021 and September 2025. [Cycle counts](#) recorded on Milngavie Road, Milngavie increased by 10% between May 2021 and May 2025, and by 38% between September 2021 and September 2025 (counts are undertaken twice a year, in May and September)

Impact of infrastructure

- Figures from the [Department for Transport](#) suggest that there are 30 fewer car and taxi trips for every 100 new cycle trips induced by new cycling infrastructure
- The [Walk Wheel Cycle Trust](#) reports that walking, wheeling and cycling in Scottish cities saves 93,000 tonnes of greenhouse gas emissions, and takes up to 520,000 cars off the road network every day
- In [Glasgow](#), cycle journeys increased by 116% on the South West City Way route between September 2021 and September 2025. This follows completion of the route extension in 2024, with the protected on-street cycle lanes now extending for 4km from Pollok Park to the city centre, via Pollokshields. Peaks in cycling around morning and evening rush hours indicate that a substantial portion of cycling on these routes is people making everyday journeys, such as travelling to and from work
- At the eastern end of [Glasgow's](#) East City Way route, cycling levels grew by 81% between September 2021 and September 2025. This follows improvements made to several sections of the 8km route, which is still under development



- In [London](#), an ideal case study for assessing the impact of infrastructure due to the scale of recent construction of infrastructure, numbers of cyclists on routes increased by 124%– 200% and 84% of users reported feeling safe during their journey
- In [London](#), segregated cycling infrastructure reduced chances of injury during the morning commute by 40–65%
- In [the Netherlands](#), where active travel infrastructure is comprehensive, 30% of all journeys under 5 miles are cycled and 36% list the bicycle as their most frequent way of travelling
- In [Seville](#), Spain, where extensive cycling infrastructure has recently been constructed, rates of cycling have risen significantly, with an 11-fold increase in the number of cycling journeys following the creation of a comprehensive, 120km network of cycling infrastructure

Physical health

- In Scotland, in 2024, [58% of females and 66% of males](#) failed to meet physical activity recommendations and increased use of active travel for local everyday trips would improve population health

Network audit

The network audit (Evidence Report B) provides an assessment of East Dunbartonshire’s off-road active travel network, collecting information regarding the condition of routes, maintenance issues and giving an overall snapshot of the strengths, weaknesses and opportunities of the off-road network, gained from an initial on-site audit.

Network connectivity

The network connectivity assessment (Evidence Report C) analyses the current active travel network and the places people want to go to identify gaps and how we can deliver a well-connected network, based on a largely desk-top study.

Delivering active travel projects and policy

Evidence Report D gives an overview of the projects and programmes delivered in East Dunbartonshire since the first ATS was adopted, alongside the roles, responsibilities and opportunities for driving forward active travel in East Dunbartonshire.

Resident survey findings

Evidence Report E gives a detailed account of the perspectives of East Dunbartonshire residents towards active travel, including analysis of the results of the three editions of the East Dunbartonshire Travel Survey.

Consultation

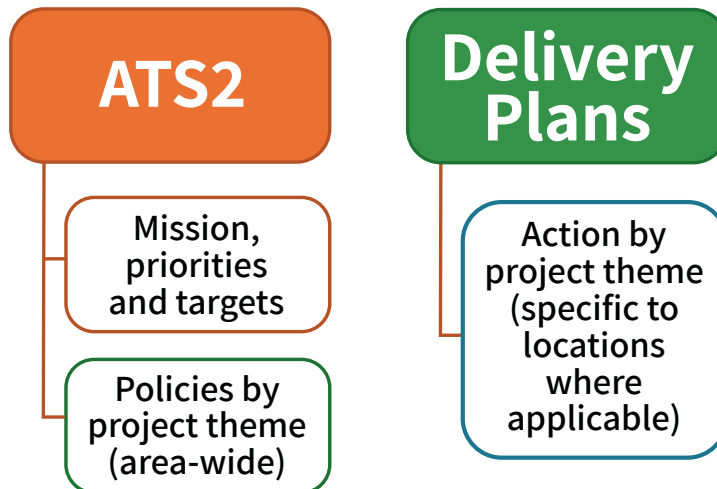
Evidence Report F details the processes and results from the Active Travel Discussion and explains its importance for the ATS2.

Options generated

Evidence Report G details all options generated over the course of the various processes of consultation, research and analysis and Evidence Report H provides supporting appendices.

Summary Booklet

The Summary Booklet summarises the evidence and provides detail about the ATS2’s mission, approach and project themes.



Walking, wheeling or cycling will be the first and natural choice for local everyday trips

This mission sets out East Dunbartonshire Council's ambition for active travel in the medium- to long-term.

Creating the conditions to support enhanced active travel will play a vital role in improving environmental, health and wellbeing outcomes for residents, as well as those working, studying and visiting East Dunbartonshire.

As well as the mission, eight priorities for active travel determine the policies and actions that will deliver the widest possible benefits for individuals and communities in East Dunbartonshire. Each priority is linked to an LTS Transport Planning Objective and quantifiable targets to be achieved by 2037, subject to internal resources and external funding being secured.

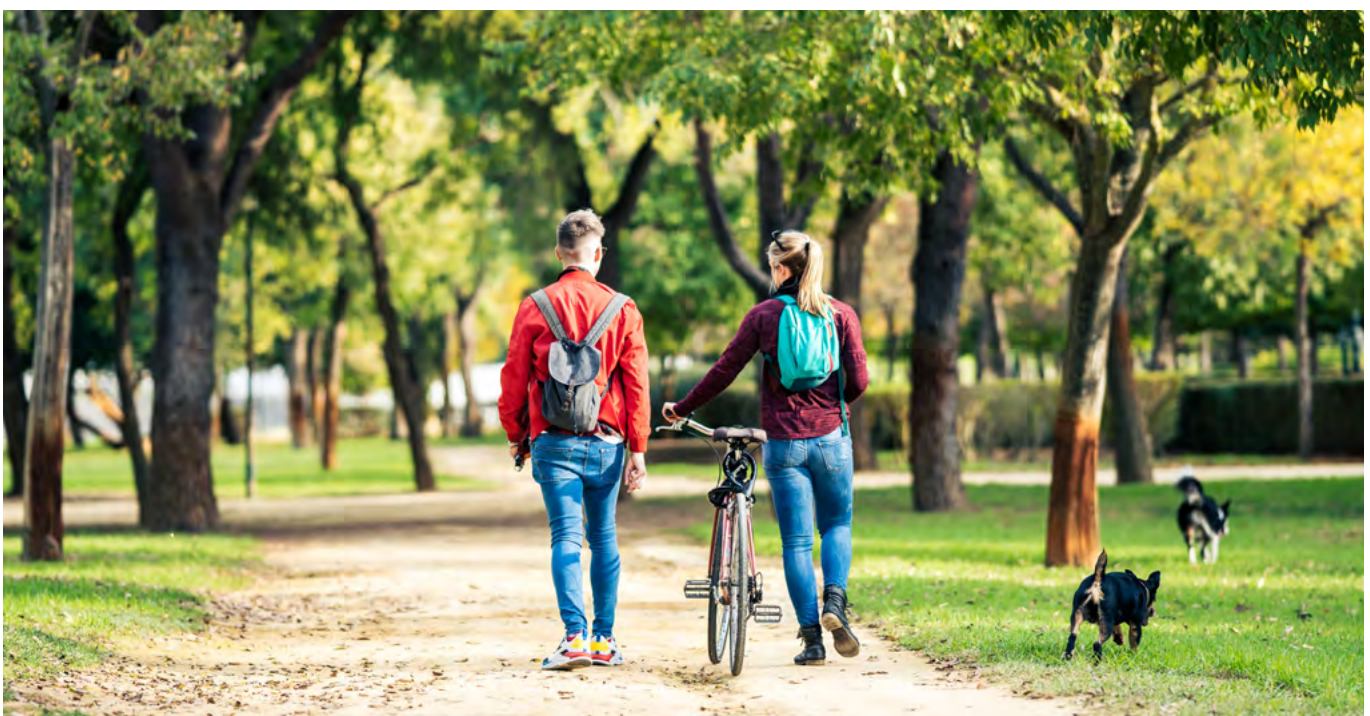


Table 1: LTS Transport Planning Objectives, Priorities for Active Travel, Outcomes and Target Indicators

Local Transport Strategy Transport Planning Objectives	Priorities for Active Travel	Outcomes	Target Indicators
Increase modal shift towards more sustainable modes of travel for both travel to work/study and leisure trips.	1. Provide safe and easy access to everyday places. 2. Improve integration between active travel and public transport.	A cultural shift in how decisions are made about whether and how to travel, aligned with the Sustainable Travel Hierarchy. Increased cycling modal share. Increased walking and wheeling modal share. Reduced private car modal share.	Number of users on active travel routes increases. % of pupils who travel actively to school increases. % employed adults who travel actively to work increases. % of residents using car as main mode of transport reduces. % active travel mode share for local trips increases. % of journeys less than 2 miles that are walked or cycled increases. 9% of car journeys are shifted to walking and cycling, translating to a 3% reduction in car mileage by 2045 (aligning with Climate Action Plan).
Reduce inequality by providing high-quality access for all.	3. Empower and encourage all groups of people to walk, wheel and cycle more.	Increased active travel infrastructure links from locality areas to trip generators. Walking, wheeling and cycling is available to all.	Increase overall Km of segregated cycling infrastructure. Increase proportion of households with access to a bicycle. % population within X metres of active travel infrastructure links.
Reduce emissions through reduced vehicle mileage in East Dunbartonshire.	4. Improve active travel opportunities to and through areas where air quality issues may pose risks to the public and, in particular, children (for example schools and town centres).	Reduced harmful emissions from transport.	Shift 9% of car journeys to walking and cycling by 2045 (aligning with Climate Action Plan). Maintain air quality compliance at Kirkintilloch Road Air Quality Monitoring Area.

Local Transport Strategy Transport Planning Objectives	Priorities for Active Travel	Outcomes	Target Indicators
Facilitate sustainable economic growth by improving connections across our boundaries and between our communities.	5. Make East Dunbartonshire an attractive place for active travel to generate more sustainable business for the local economy.	Increased modal share of active travel for short, everyday trips. Increased town centre footfall. Increase modal share of active travel for cross-boundary journeys.	% increase in town centre footfall. Reduction in vacant retail units (may be used as a proxy indicator). % active travel mode share for cross-boundary journeys increases.
Improve health by increasing walking and cycling rates.	6. Improve physical health, mental health and overall well-being by providing better opportunities for walking, wheeling and cycling for travel to work / school, and for leisure and exercise purposes, including enhanced access to areas of green space.	Increased opportunities to participate in walking, wheeling and cycling. Increased walking, wheeling and cycling rates. Increased participation rates in behaviour change schemes. Increased mental wellbeing. Reduced social isolation.	Increase physical activity, particularly for children (aged 5-18), who are recommended an hour of daily physical activity, using data from Scottish Household Survey and Hands Up for Scotland Survey. Maintain and increase number of schemes in schools and participation rates. Increase number of schemes in workplaces.
Improve safety on all modes of transport.	7. Ensure vulnerable road users, including those walking, wheeling and cycling, are safe on East Dunbartonshire's road network. 8. Ensure surfaces are of a high standard so appropriate paths and routes can be safely accessed and enjoyed by all.	Walking, wheeling and cycling is safer for all. Reduced number and severity of road casualties, particularly amongst vulnerable road users (pedestrians and cyclists). Reduced number of injuries sustained by active travel users.	At least 40% reduction in pedestrian casualties by 2037 (compared to 2014-2018 pre-Covid baseline - aligning with Road Safety Framework to 2030 target) At least 40% reduction in cyclist casualties by 2037 (compared to 2014-2018 pre-Covid baseline - exceeds Road Safety Framework to 2030 target) Improved network audit outcomes based on future audits of on- and off-road active travel networks.



This ATS2 contains area-wide policies sorted by project theme and each project theme (except for Behaviour Change) has an associated Delivery Plan. The Delivery Plans provide examples of what actions will look like in practice as well as the locations of proposed active travel improvements.



Walking and Wheeling Network

What is it?

The Walking and Wheeling Network is designed so that walking and wheeling local, everyday trips is safer, more convenient and accessible for all regardless of age or ability. The aim is that walking and wheeling are natural choices for local everyday trips to places like town centres, shops, schools, parks and more.

Why do we need it?

Accessible walking and wheeling infrastructure is central to East Dunbartonshire's ambitions to encourage active and sustainable transport. We need an accessible, far-reaching Walking and Wheeling Network so that everyone can make local everyday trips by active travel.

The Walking and Wheeling Network's position as the first project theme sets out that the promotion of easy, accessible walking and wheeling for local trips is central to delivering the mission and priorities of this ATS2.

What will it look like?

The Walking and Wheeling Network includes a set of principles that guide the Council's approach to footway and crossing design so that walking and wheeling is a convenient, safe and accessible option for all on Network routes.

Walking and Wheeling Network routes will adhere to the following principles wherever feasible:

- 1. Routes emphasise walking and wheeling priority, considering the needs and movement of pedestrians whether walking or wheeling**
- 2. Routes make walking and wheeling as safe as possible**
- 3. Routes make walking and wheeling accessible and comfortable for all**
- 4. Routes are consistent in levels of accessibility**
- 5. Routes help create pleasant, green and sustainable places**

So that routes identified within the Walking and Wheeling Network deliver these principles and are accessible for all, the routes, as far as possible, will adhere to these minimum standards for inclusion:



Table 2: Accessible Walking and Wheeling Framework

Feature	Minimum desirable standard	Minimum acceptable standard
1. Width	a. 2m (including obstructions) b. No pavement parking ¹ c. No obstructions ²	a. 1.5m (including obstructions) b. No pavement parking c. Minimal obstructions
2. Surface quality	a. Excellent surface b. Minimal gradient overall and little to no gradient on driveways/ sideroads	a. Good surface b. Gradient suitable for safe and accessible walking and wheeling
3. Junctions and crossings	a. Crossings either use signals which favour movement of pedestrians or underline pedestrian priority (such as a raised table crossing at the level of the footway with a distinct colour and surface from carriageway) b. Crossing distances are as short as possible	a. Dropped kerbs Tactile paving Good surface Reduced crossing distances
4. Vehicle speeds	a. 20mph speed limit	a. 20mph / 30 mph speed limit ³
5. Lighting	a. Paths lit to encourage nighttime use b. Non-invasive lighting solutions in green spaces	a. Lighting not essential to be included in Walking and Wheeling Network

Walking and Wheeling Network policies and actions draw on the above framework. Further information on the Walking and Wheeling Network, including the indicative nature and location of routes and interventions, is available in the Walking and Wheeling Network Delivery Plan. A full route audit will be undertaken following publication of the ATS2, to ensure actions target areas of the Walking and Wheeling Network most in need of improvement.

-
- 1 A full list of exceptions to the pavement parking ban is available on the [East Dunbartonshire Council website](#). Enforcement of the ban on pavement parking will be proportionate to available resource.
- 2 1a and 1c are two separate actions. No obstructions relates to, for example, temporary signage, bins etc
- 3 Subject to Council or Committee approval, 20mph speed limit is being rolled out across East Dunbartonshire and will be the minimum acceptable standard where in place.



Connectivity Corridors

What are they?

Connectivity Corridors aim to make it possible to cycle safely on roads where previously the road conditions made it unattractive and sometimes unsafe to do so. In some cases, this will be done through the reallocation of road or kerb space for active travel, in others it will be achieved by different interventions, changing the configuration of roads so that active travel is a safer, more attractive choice.

Why do we need them?

Safe, high-quality active travel infrastructure, forming complete networks and leading to the everyday places people want to go encourages the uptake of active travel, as demonstrated by the large increases in cycle journeys in Glasgow following the implementation of protected on-street cycle lanes. It is essential that this kind of infrastructure bridges gaps in the network, particularly where traffic levels and speeds present a barrier to switching short trips to active travel.

Compared to other parts of Scotland and Europe, East Dunbartonshire has low modal share for cycling. Current cycling infrastructure means that a considerable proportion of people never cycle even if they want to. Safe on-road cycling infrastructure allows people to cycle direct routes to the places they want to go. This project theme will seek to address cycling safety concerns and provide convenient routes that encourage more people to get around by bike - a cheap, healthy mode of transport.

What will they look like?

A key element of this project theme is delivering better infrastructure than painted cycle lanes which have been shown neither to encourage new people to cycle everyday trips nor make current bike users feel safe whilst going about their everyday trips. [Research](#) suggests painted lanes make cycling on roads a less safe and less attractive prospect.

The Connected Corridors Delivery Plan sets out broad locations that will be considered for segregated cycling infrastructure, subject to detailed feasibility assessment, detailed design and funding availability. In locations where on-road cycling infrastructure is unfeasible due to various constraints, People-first Streets⁴ may be proposed.



4 People-first Streets involve a suite of physical changes to the road environment to ensure that active travel is perceived as a safe option despite continuing to occupy road space alongside vehicular traffic. These changes typically involve changes in road/footway surfaces, central reservations, road markings to emphasise the presence and priority of active travel, reduced speeds, improved crossings and raised side road junctions.



Behaviour Change

What is it?

The Behaviour Change project theme is in two parts:

Programmes

Programmes aim to increase people's active travel skills and confidence. Most existing, organised behaviour change programmes are associated with improving cycling skills. Although there is typically no skill barrier to taking up walking, this ATS2 considers physical and social barriers to walking and wheeling. It is important that behaviour change programmes understand structural barriers to making active and sustainable transport choices based on income, disability, gender, race and sexual orientation as well as other factors that impact transport use and choices, such as the unequal burden of care and domestic work on women.

Infrastructure

Infrastructure for behaviour change helps to create viable alternatives to car travel for local trips. Improving infrastructure and helping people find alternative modes of travel could improve local air quality, save residents money and help reduce congestion. For example, places to securely store bikes are necessary to increase cycling's modal share and a cycle hire scheme in East Dunbartonshire would help increase access to bikes and legal e-bikes.

Why do we need it?

East Dunbartonshire, and Scotland as a whole, is dependent on the private car for all kinds of trips. Behaviour change programmes and infrastructure will help to gradually change this by giving people the skills, confidence, equipment and conditions to switch local everyday trips to active travel as well as providing an awareness of the wide-ranging benefits of doing so.

What will it look like?

Policies around behaviour change programmes will involve ensuring schools, workplaces and community groups understand and make the most of the various programmes, funding streams and resources available to help promote access to active travel, the benefits of active travel and increase capacity within communities to take up active travel for local trips.

Behaviour change infrastructure policies involve small changes to existing infrastructure and additions of non-invasive infrastructure to make it as easy, convenient and safe as possible to switch local trips to active travel.





Green Active Travel Networks and Access to Quality Open Spaces

What is it?

Green active travel networks can help nature to thrive whilst allowing more people to travel actively and enjoy recreational activities in green spaces. These networks are made up of a series of interconnected corridors that link areas within and between settlements, including towns and villages to the countryside. Routes that form part of the green active travel network can include canals, river corridors and old railway lines. These may link green spaces together.

This project theme also includes actions to improve access to quality recreational open space, for example parks and playgrounds, around lochs and reservoirs, woodland areas, nature reserves and riversides.



Why do we need it?

The development of a sustainable green active travel network, together with access to quality open spaces, will help to improve health and wellbeing of residents whilst supporting the local economy by enhancing East Dunbartonshire's extensive outdoor network. It can also support biodiversity through enhanced ecological connectivity and help to reduce car dependence and contribute to climate action.

Investment in recreational routes and rural active travel can help increase local community access and help realise nature-based education and tourism opportunities.

What will it look like?

East Dunbartonshire has an exceptional network of parks, woodlands, waterways and urban green spaces that help shape the character of towns and villages whilst providing communities with places to socialise, relax, play and connect with nature.

The majestic Campsie Fells, the lowland river valleys, pockets of native woodland and the numerous parks, open spaces, green spaces and paths within and around settlements all help define East Dunbartonshire as the place it is today. Together they form a valuable and essential green network which contributes to and enhances quality of place, and the prosperity and wellbeing of the area's residents, workers and visitors.

There is an opportunity to improve access to, between and within green and quality open spaces to realise the wide range of benefits identified, and to align with the objectives of the Council's Greenspace Strategy, the forthcoming Local Biodiversity Action Plan and the Local Outcomes Improvement Plan.



This section provides area-wide policies which outline the Council's approach to delivering each Project Theme. Indicative delivery timescales and funding levels are as follows:

Table 3 - Delivery Timescales and Description

Delivery Timescale	Description
Short term	1 to 2 years
Medium term	3 to 6 years
Long term	7 to 10 years

Table 4 – Funding Levels and Description

Funding Level	Description
Green	High confidence the action is achievable with Council resources
Amber	Funding gap remains, partially achievable with Council resources or potential external funding identified
Red	High confidence action is not achievable with Council resources

Progress on this ATS2 is subject to availability of Council resources and funding. Projects/actions will require to be prioritised and the majority will be subject to external funding being secured.

Several factors are considered by the Council when allocating projects against available funding. The specific sources of funding, and any match funding must be considered, directing this to suitable projects. Factors which may make project progress unlikely or carry very high risk include, for example, landownership and ground conditions. In-house capacity and the number of projects being progressed at the same time is also considered.

The sections below detail the policy, the approach to deliver the policy, the reasons a policy was selected, delivery timescale and partners, the East Dunbartonshire Council policy owner and indicative funding status.

For further information about the nature and locations of infrastructure as well as priority for delivery see the relevant Project Theme Delivery Plan.

Additional mapping to support the Delivery Plans can be accessed by clicking [here](#).



Policies: Walking and Wheeling Network

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
1.1: Audit walking and wheeling amenity on identified Walking and Wheeling Network routes based on Accessible Walking and Wheeling Framework to pinpoint actions to be prioritised	In alignment with Road Inspection and Maintenance Plan Council Officers will use a standardised template to investigate all Walking and Wheeling Network routes for barriers to accessibility, maintenance issues (see Policy 1.14) and provide detail about where routes can improve to meet Walking and Wheeling Network criteria and improve route accessibility. The route audit will consider relevant walking and wheeling guidance and, based on a combination of recommendations from the audit and route priority, Delivery Plan actions will proceed	The route audit will ensure actions target areas of the Walking and Wheeling Network most in need of improvement Considerable number of Active Travel Discussion consultation responses relating to improving walking and wheeling amenity	Short to medium term EDC	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Green
1.2: Update the network audit by documenting issues identified through community input	The network audit will be reviewed and updated as relevant in response to community feedback	The route audit will ensure actions target areas of Walking and Wheeling Network most in need of improvement Considerable number of Active Travel Discussion consultation responses relating to improving walking and wheeling amenity	Ongoing	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Green (core action) Red (additional improvement works)

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
1.3: Improve surfaces on Walking and Wheeling Network routes	In alignment with Roads Inspection & Monitoring Policy and informed by the route audit, explore targeted improvements to footway and off-road path surfaces to improve walking and wheeling amenity and accessibility Current and future projects to consider how to improve surfaces for walking and wheeling	Accessible paths are essential for safe and convenient mobility for all, including those with impaired mobility, those who need to carry things or transport children in pushchairs Significant Active Travel Discussion consultation responses advocating improving footway and path surfaces	Short to medium term EDC, external delivery partners	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development	Amber
1.4: Investigate the feasibility of improving widths of on- and off-road Walking and Wheeling Network routes	Based on the route audit, explore the feasibility of targeted improvements to footway widths where width falls below 1.5m, including around obstacles (for example street furniture, signage, bus stops) to improve pedestrian amenity and accessibility, prioritising routes based on estimated demand Current and future projects should consider how to incorporate minimum footway widths for walking and wheeling in line with Sustainable Travel Hierarchy and design guidance	Minimum footway widths ensure the Walking and Wheeling Network is accessible for all Many Active Travel Discussion consultation responses mention footway/path widening to encourage active travel	Medium to long term EDC, external delivery partners	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development	Red

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
1.5: Improve crossings, raise crossings and reduce crossing distances on targeted Walking and Wheeling Network crossings	Based on the route audit, explore various signage or infrastructure improvements to enhance pedestrian amenity at crossings, including raised crossing maintenance and expansion to designate pedestrian priority Different design solutions and levels of intervention will be required for different crossing locations	The accessibility, safety and convenience of pedestrian crossings is crucial for active travel uptake Over 100 consultation responses mention crossing improvements and multiple responses specify raised junctions and other priority measures Highway Code (29 January 2022 update)	Short to medium term EDC, external delivery partners	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development	Red
1.6: Improve the sequencing of controlled crossings on and around Walking and Wheeling Network routes to encourage active travel	Based on the route audit, and on a case-by-case basis where need is identified, introduce improvements to controlled crossings to improve the convenience of active travel. Current and future capital projects will consider how to improve crossings for walking and wheeling Crossing times on controlled Walking and Wheeling Network crossings should be explored and it should be determined whether they are optimised for the average pedestrian or for all users. On key Walking and Wheeling Network crossings, crossing times should allow safe, convenient crossing for all	Crossings with lower pedestrian waiting times are safer due to less likelihood of conflict between modes Living Streets UK policy on crossings; sequencing at crossings should account for the mobility of all, rather than the average pedestrian	Short to medium term EDC, external delivery partners	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development	Green

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
1.7: Improve dropped kerb provision at key Walking and Wheeling Network crossing points	Based on the route audit, introduce dropped kerbs where appropriate to improve accessibility of the network Dropped kerbs are located throughout East Dunbartonshire's path network and new ones are installed on request. The route audit would set out a list of locations where new dropped kerbs would be beneficial based on improving access to trip generators and improving safety and accessibility of crossings	Dropped kerbs are part of a suite of interventions that improve accessibility of pedestrian infrastructure. They are essential in removing barriers to wheeling and using pushchairs, as well as making walking easier for those with restricted mobility	Short to medium term EDC, external delivery partners	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development	Amber
1.8: Ensure Walking and Wheeling Network routes are accessible and free of obstructions, including enforcement of the ban on pavement parking on routes and explore a Council approach to temporary signage that ensures footway access	Based on the route audit, obstacles that impede minimum desirable widths on Walking and Wheeling Network routes should be moved and avoided in future where that is in accordance with established best practice Enforcement of the ban on pavement parking will be proportionate to available resource A presumption that, where feasible, infrastructure for cars such as EV chargers occupy parking or road space rather than footways Investigate how to ensure that objects (for example bins, permanent and temporary signage) do not obstruct footways	Pavement parking and other footway obstacles restrict active travel, particularly for wheeling and those walking with children or carrying things Active Travel Discussion consultation responses raise issues of footway accessibility	Short to medium term EDC	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development Supported by Executive Officer - Community Services	Green

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
1.9: Identify potential improvements to the safety and accessibility of streets and greenspaces from the route audit and explore funding opportunities for improvements to the lighting of sections of Walking and Wheeling Network routes	Based on the route audit, explore barriers to accessibility and perceived safety on Walking and Wheeling Network routes, particularly biodiversity-friendly lighting of strategically important routes through open/green spaces during hours of darkness. Then, subject to the audit, seek to identify the necessary funding to support improvements while being cognisant of accessibility of maintenance vehicles.	One in two women and one in six men report feeling unsafe walking along a quiet street; four out of five women and two out of five men reported feeling unsafe walking through open/green spaces (source) Active Travel Discussion consultation responses raise issue of unlit paths	Short to medium term EDC, external delivery partners	Executive Officer – Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Green (audit) Red (improvement)
1.10: Update East Dunbartonshire's corporate mapping to include the Walking and Wheeling Network	Update East Dunbartonshire's corporate mapping to create new visualisations of Walking and Wheeling Networks in towns and villages to underline the utility of the network for local trips	Effective mapping will encourage walking and wheeling as a more convenient, attractive option for everyday trips	Medium term EDC	Executive Officer - Land Planning and Development	Green
1.11: Roll out materials and wayfinding information, exploring the role technology may play in increasing access to materials (for example mobile app, QR codes)	Publicise the Walking and Wheeling Network, ensuring broad awareness of the emphasis on local trips by walking and wheeling on accessible routes	Effective publicity of the Networks will encourage walking and wheeling as a more convenient, attractive option for local trips	To be explored once initial, high-priority routes are complete EDC, external funders	Executive Officer - Land Planning and Development	Amber

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
1.12: Continue to expand implementation of 20mph speed limit on appropriate roads across East Dunbartonshire	Continued roll-out of 20mph within towns and villages across East Dunbartonshire, on a phased basis	There are examples of speed reduction schemes increasing the safety and attractiveness of active travel including Scottish Borders, East Lothian and London Evidence suggests 20mph speed limits in residential areas improves safety for all modes and improves the attractiveness of active travel Evidence suggests that where the risks of slight injury, serious injury and fatalities are reduced, children are more likely to walk to school and older children are more likely to be permitted to cycle to school and play independently on streets Trials were made permanent following clear reductions in average speeds Indications that modal share for active travel increases following 20mph speed limit implementation A considerable number of responses to Active Travel Discussion consultation supporting speed reduction and traffic calming	Short term EDC, Police Scotland enforcement	Executive Officer - Roads and Neighbourhood Services	Green

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
1.13: Walking and Wheeling Network principles, policies and standards are incorporated in new development, routine maintenance and the construction of new infrastructure	A consistent approach to walking and wheeling amenity is required to ensure that new developments, maintenance and new infrastructure undertaken both by the Council and by developers provide accessible and convenient walking and wheeling access. This includes all new developments exploring viability of seamless links to existing active travel routes The Accessible Walking and Wheeling Framework shall be used to assess new proposals or improvements to existing pedestrian infrastructure	This ensures a coherent approach to the implementation of the Sustainable Travel Hierarchy across Council services and developers Walking and wheeling accessibility to be embedded in planning processes and Local Development Plan policies	Immediate EDC, developers	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Green
1.14: Ensure all active travel routes are well maintained	In line with the Road Inspection and Maintenance Plan necessary maintenance will be undertaken on the Walking and Wheeling Network routes Maintenance will consider the incorporation of best practice measures to improve accessibility. Maintenance will not impede or reduce the accessibility of routes The initial route audit (see Policy 1.1) to include comments on current, seasonal and potential future maintenance issues on Walking and Wheeling Network routes as well as ensuring Council services are aware of the responsibility to maintain	This ensures the accessibility of the network is not impaired by degradation of infrastructure	Immediate and throughout lifetime of the ATS2; maintenance audit midway through ATS2 delivery period EDC	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development	Green (audit) Amber (maintenance measures) Red (in winter conditions for routes outwith the Road Inspection and Maintenance Plan)

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
1.15: All projects, infrastructure and maintenance will seek to implement current best practice measures to ensure streets and places are accessible for all	Best practice measures will be considered when route improvements are being undertaken to ensure improved accessibility. Relevant stakeholders will be consulted early in the design process and also following implementation	This ensures an understanding of how routes (including future improvements) can be accessible, to the highest feasible degree, for all	Ongoing Funding applications and infrastructure designs will implement the highest possible accessibility standards	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development	Amber
1.16: Identify and where feasible implement proposals for Active Travel Neighbourhoods	Explore the feasibility of introducing pilot measures in residential areas to reduce through-traffic and rat-running, adopting the following principles where feasible: • Streets are safer and more pleasant places for all • Levels and speeds of traffic on residential streets are reduced Locations will be identified using a four-step selection process: 1. a community group makes a request for an Active Travel Neighbourhood in an area. 2. Where it can be demonstrated that design options align with ATS2 mission, priorities and targets, a neighbourhood will proceed to Step 3	Active Travel Neighbourhoods make the streets where people live quieter, more pleasant and safer. They will not stop people from using a car, but reducing the volume and speed of through-traffic increases the safety and convenience of active travel Active Travel Neighbourhoods may include measures to alter the configuration of residential junctions, crossings and kerbs, change regular traffic flows and reduce speed limits. These small interventions discourage through-traffic from using quiet residential streets with the effect of making streets safer, quieter, more pleasant and encouraging the use of active travel for local trips	Medium to long term EDC, external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Amber

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
	3. The proposal will proceed to Step 4 if a technical assessment of the road layout and road function determines the location is suitable. This includes evidence of problems with through-traffic being quantified. 4. Full community consultation will be used to establish if communities and delivery partners are supportive of proposals. Following the four-step selection process, the final neighbourhood locations to be included will be decided based on the scale of the problems that exist and the suitability of each location to be included The trial measures will be left in place for a temporary period to allow the local community to adjust to the new arrangements, and, after this period, a review will be conducted to determine the success of the Active Travel Neighbourhood. The Council will monitor traffic levels, safety and travel behaviour, as well as collecting public feedback. Consideration will be given to any adjustments or refinements that may be required to the pilot scheme layout. If the trial is deemed successful, the measures may be made permanent or amended to improve the scheme				

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
1.17 Take cognisance of Local Place Plans to deliver the mission, priorities and targets of the ATS2	The Council will take cognisance of the active travel elements of Local Place Plans and engage with community groups and relevant stakeholders, as required, where it can be clearly demonstrated that proposals align with the mission, priorities and targets of the ATS2 and are deliverable	Community input is important to identify areas most in need of improvement	Ongoing EDC, local community groups and relevant stakeholders	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Green



Policies: Connectivity Corridors

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
2.1: Establish a presumption against the introduction of new painted cycle lanes in East Dunbartonshire on roads with higher volumes of traffic or higher speeds	Maintaining existing or introducing new painted cycle lanes is not an effective use of Council resources as this type of infrastructure fails to create safe environments that encourage people to switch local trips to active travel The Council will prioritise investigating alternative, safe cycling infrastructure in Policy 2.3.	Painted cycle lanes do not promote modal shift towards active travel as cyclists are placed in proximity to passing traffic and parked cars reducing both the safety and perceptions of safety of cycling on streets Studies show that this infrastructure increases the number of vehicles passing cyclists too close and discourages the uptake of cycling for local everyday trips due to safety concerns Infrastructure design guidance recommends avoiding painted cycle lanes	Immediate EDC	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development	Green
2.2: Improve crossing amenity, signage and priority for active travel at junctions on existing and new cycling infrastructure	Installation of signals that assist cyclists as standard for new cycling infrastructure Proposed locations for improved crossings at existing cycling infrastructure include: <i>Crossings of Milngavie Rd to Bears Way at: Manse Rd, Reid Ave, Kilmardinny Ave; Locations where Strathkelvin Railway Path crosses public roads; Forth and Clyde Canal road crossings (including a design or crossing intervention at Hillhead Road)</i>	Crossing improvements will enhance the safety, convenience and therefore overall attractiveness of existing and forthcoming cycling infrastructure and help promote modal shift towards active modes	Medium EDC, external delivery partners	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development	Amber

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
2.3: Deliver high-quality active travel corridors that connect key trip generators	Deliver high-quality active travel corridors, with the exact alignment to be determined through feasibility assessment and engagement Priority 1: • Bearsden: A81 Maryhill Rd / Milngavie Rd (between River Kelvin and Bears Way) • Bishopbriggs: A803 Kirkintilloch Rd (between Colston Rd (Glasgow City Council boundary) and Strathkelvin Retail Park) • Kirkintilloch: B757 Auchinloch Rd / Kirkintilloch Rd and Industry St (between Crosshill Rd and Waterside Rd) • Milngavie: B8030 (Main St / Woodburn Way / Station Rd) Priority 2: • Bearsden: A809 (Drymen Rd) • Bishopbriggs: Wester Cleddens Rd • Kirkintilloch: B8048 (Waterside Rd, between Oxgang Rbt and Gartconner Primary School)	Feedback gathered during the Active Travel Discussion supported the development of active travel links to tackle the main barrier to active travel in East Dunbartonshire: safety No decisions on road space allocation will be taken until feasibility and consultation has been undertaken	Medium to long term EDC, external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
	Priority 3: • Bearsden: A809 / A810 (Drymen Rd / Duntocher Rd) • Milngavie: B8050 (Craigdhu Rd) Priority 4 & 5: • Bearsden: A808 (Roman Rd) • Bearsden: A739 (Switchback Rd between Glasgow City Council boundary and Canniesburn Toll) • Bishopbriggs: A803 - Forth and Clyde Canal (Hilton / Balmuildy Rd) • Kirkintilloch: Eastside - Harestanes (Hillhead Rd) • Milngavie: Clober Rd / Craigton Rd • Kirkintilloch: B8048 Waterside Rd (between Station Rd and Oxbang Rbt) All route alignments are indicative and subject to detailed feasibility, design and engagement				

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
2.4: Introduce segregated cycling infrastructure on strategic routes connecting key trip generators	Individual routes and actions will be investigated during the period of the ATS2. Routes will be selected based on maximising trip generators that are connected and current conditions for active travel on the route (i.e. where active travel is discouraged due to current road conditions, traffic volumes/speeds, lack of cross-boundary routes) Infrastructure recommendations will be based on technical feasibility, propensity to deliver ATS2 mission, priorities and targets, and public acceptability based on past and future consultation	This type of infrastructure improves the safety and convenience of active travel for local trips. This is due to separation from motorised traffic along roads where conditions and traffic currently discourage cycling Safety is perceived as the most significant barrier to active travel uptake in East Dunbartonshire Aligns with aspirations of Transport and Active Travel Strategies of neighbouring local authorities and SPT Links to Policy 2.3	Medium to long term EDC, external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
2.5: Investigate the feasibility of reconfiguring certain roads into People-First Streets	Where on-road cycling infrastructure is unfeasible, yet road and traffic conditions demand decreasing the speed of traffic to encourage active travel, the feasibility of introducing People-First Streets will be investigated (see Connectivity Corridors Delivery Plan for further details) This may include changes in road/footway surfaces, central reservations, road markings to emphasise the presence and priority of active travel, traffic calming, improved crossings and raised side road junctions Infrastructure recommendations will be tailored to each location based on technical feasibility, propensity to deliver ATS2 mission, priorities and targets, and public acceptability based on past and future consultation	Reduced traffic speed increases safety of active modes Safety consistently regarded as the most significant barrier to active travel uptake in East Dunbartonshire Links to Policy 2.3 Relates to individual streets rather than broader neighbourhood areas	Medium to long term EDC, external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
2.6: Active travel projects and infrastructure aligns with Local Development Plan biodiversity policy and the emerging Greenspace Strategy and Local Biodiversity Action Plan, in accordance with the blue and green infrastructure standard	All new active travel infrastructure adheres to Local Development Plan biodiversity policy and emerging Greenspace Strategy and Local Biodiversity Action Plan. This typically involves surveys to establish the biodiversity value of sites and ensuring that designs for sites secure positive effects for biodiversity, the protection of biodiversity and protected species	Alignment with Local Development Plan policies and objectives of the Council's forthcoming Greenspace Strategy and Local Biodiversity Action Plan	Immediate EDC, external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Green
2.7: All changes made, including maintenance and improvement of existing infrastructure, will seek to implement current best practice measures to ensure streets and places are accessible for all	All infrastructure (for example cycleways, crossings and access ramps) will consider best practice measures to ensure accessibility and consult relevant stakeholders early in the design process and following implementation	Ensures an understanding of how on-road cycling infrastructure can improve the accessibility of streets and places, to the highest feasible degree, for all	Throughout design, implementation and delivery stages EDC, external delivery partners	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development	Green Amber (for any additional maintenance outwith the Road Inspection and Maintenance Plan)

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
2.8: Work with Strathclyde Partnership for Transport (SPT) to develop cross-boundary active travel connections	Engage with partners to develop regional cross-boundary active travel as identified within SPT's Regional Active Travel Strategy, subject to further assessment and consideration of local context and funding implications Proposed cross-boundary routes through East Dunbartonshire: • Bearsden to Maryhill • Bearsden to Drumchapel • Stepps to Lenzie • Drymen to Lennoxtown • Duntocher/Hardgate to Bearsden • Milngavie to Drymen Proposed routes to East Dunbartonshire boundary: • Stepps to Bishopbriggs • Moodiesburn to Kirkintilloch	Aligns with SPT's Regional Active Travel Strategy Development of a coherent cross-boundary network offers significant opportunity to drive modal shift Links to Policy 2.3 and Policy 2.9	Ongoing EDC, SPT, neighbouring local authorities, other delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
	This ATS2 also sets out proposals to take forward the following regional ATS priorities within the East Dunbartonshire boundary: • Kirkintilloch to Bishopbriggs • Torrance to Kirkintilloch • Milngavie to Torrance • Lenzie to Kirkintilloch • Milngavie to Bearsden (See Delivery Plans for further information)				
2.9: Work with neighbouring local authority partners to develop local cross-boundary connections	Engage with neighbouring local authority partners to explore opportunities to link together local cross-boundary connections, where feasible	Delivery of a 'joined up' approach offers significant opportunity to drive modal shift Links to Policy 2.3 and Policy 2.8	Ongoing EDC, Glasgow City Council, North Lanarkshire Council, Stirling Council, West Dunbartonshire Council, other delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
2.10: Work with the Walk Wheel Cycle Trust to develop the National Cycle Network	Work with the Walk Wheel Cycle Trust to develop the National Cycle Network, including a new route between Kirkintilloch and Coatbridge. This involves the creation of infrastructure to improve the Strathkelvin Railway Path through Kirkintilloch and to upgrade the route south of Kirkintilloch to the Council boundary, as part of an overall upgrade and extension programme	Development of the National Cycle Network offers significant opportunity to drive modal shift	Short to medium term EDC, North Lanarkshire Council, Walk Wheel Cycle Trust, other delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red



Policies: Behaviour Change

Behaviour Change policies are separated into Programmes (P) and Infrastructure (I)

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
3.1 (P): Ensure all schools publicise the Schools Access Hierarchy and their School Travel Information Booklets	Liaise with schools to ensure Council policies around school travel and Council-produced materials are available and publicised Liaise with schools to explore how local active travel networks and benefits of active travel can be promoted in schools	School travel is a significant contributor to congestion and, in some cases, represents local trips that could be switched to active travel The positive impact of switching these trips would be significant on public health/ physical activity, air quality and the safety of streets around schools	Immediate EDC and schools to publicise	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services and Chief Education Officer	Green
3.2 (P): Support schools to receive funding for cycles and cycling parking and storage	Liaise with schools, Cycling Scotland and other relevant partners to maximise funding for cycling parking and storage around schools in East Dunbartonshire	Funding and programmes are available to improve access to bikes and cycling and parking around schools to help enable school trips to be taken actively	Medium term EDC, schools, Walk Wheel Cycle Trust, Cycling Scotland, external funders	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services and Chief Education Officer	Amber
3.3 (P): Deliver Bikeability courses and achieve the Cycle Friendly School Award	Liaise with schools, Cycling Scotland and other relevant partners to provide guidance to schools to maintain high uptake of Bikeability in East Dunbartonshire	Funding and programmes are available to improve skills to help enable school trips to be taken actively	Medium term EDC, schools, Walk Wheel Cycle Trust, Cycling Scotland, external funders	Chief Education Officer Supported by Executive Officer - Land Planning and Development and Executive Officer - Roads and Neighbourhood Services	Amber

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
3.4 (P): Promote national events such as Walk to School Week and Big Walk and Wheel	Use events as opportunities to further promote School Travel Information Booklets and local active travel networks	These events present an opportunity to promote active travel as the natural choice for school travel as well as active travel's wide-ranging benefits	Short term EDC, schools, Living Streets, Walk Wheel Cycle Trust, local community groups	Chief Education Officer Supported by Executive Officer - Land Planning and Development	Green
3.5 (P): Develop a Council approach to minimise car access to all new-build schools while ensuring access is adequate for those who require it	Develop an approach to support a minimum level of car access to new schools built by the Council to ensure access is adequate for those who require it	Promotes active travel as the natural choice for school travel, reduces congestion and the dangers of traffic around schools and reduces inconsiderate and dangerous parking	Ongoing	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Green
3.6 (P): Encourage local employers to apply for funding for cycles and cycling infrastructure, publish travel plans, deliver training courses, pursue the Walk to Work award and achieve the Cycle Friendly Employer status	Liaise with employers, Cycling Scotland and other relevant partners to provide guidance to employers Encourage workplaces to provide amenities for active travel and to promote its benefits	Funding and programmes are available to improve access to bikes, skills and knowledge to help work trips to be taken actively	Short term EDC, employers, Cycling Scotland, Travel Know How, external delivery partners	Executive Officer - Land Planning and Development	Amber

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
3.7 (P): Identify and where feasible pilot community-led car-free days on selected local streets	Temporary closure of a road in a town centre Possible locations will be based on community proposals	This presents an opportunity to raise awareness of the benefits for people and businesses of restricting vehicular traffic on certain busy streets and encourages active travel on those days Support for policy in Ideas Map engagement	Initial one-off events which could become regular following feedback EDC, local community groups, local Business Improvement Districts	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Amber
3.8 (P): Develop and promote an annual 'Active Travel Events' calendar on a dedicated active travel section of the Council website	The Council will coordinate and promote a programme of active travel events with the assistance of various partners including walking group events, bike workshops, led rides and car-free events A section on the Council website including a calendar of events, a map of routes and facilities and an interactive map for reporting issues on the network as they arise	An easily accessible calendar of events would raise awareness of, and participation in, active travel events which promote the benefits of switching trips to active travel This webpage will raise awareness about behaviour change programmes	Immediate EDC	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Green
3.9 (P): Explore a scheme to improve access to (electric) Cargo Bikes for businesses and individuals	Engage with local businesses and groups to investigate improving the sustainability of local deliveries through a pilot scheme involving providing access to (electric) Cargo Bikes	Covid-19 accelerated growth in home deliveries, increasing the number of delivery vans on urban and residential streets National policy (Recommendation 27, STPR2) and regional policy (Policy 40, Regional Transport Strategy)	Medium term EDC, local businesses (including business groups such as BIDs), external funders	Executive Officer - Land Planning and Development	Red

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
3.10 (P): Work with the Walk Wheel Cycle Trust to produce a Walking and Cycling Index report	A report into the conditions for, and uptake of, active travel early in the lifetime of the ATS2 will help inform initial baseline figures and future monitoring	Report to clarify baseline figures for ATS2 targets and provide regular basis for monitoring	Medium EDC, Walk Wheel Cycle Trust	Executive Officer - Land Planning and Development	Green
3.11 (P): Develop and implement a Corporate Travel Plan for East Dunbartonshire Council	Use feedback from the annual Employee Travel Survey to inform the development and implementation of a Corporate Travel Plan to support sustainable travel, increase sustainable commuting, explore working towards 'Cycle Friendly Employer' status and reduce emissions related to business travel	Aligns with the Council's Climate Action Plan and targets to reduce corporate travel emissions The Council receives requests for a Cycle to Work scheme	Short term EDC	Executive Officer - Land Planning and Development	Green
3.12 (P): Continue to promote the BetterPoints app until the end of the contract in May 2027 and explore other incentives to promote active travel thereafter	The free app, available on smartphones and tablets, encourages people to walk, wheel, cycle, run and use public transport. Participants earn points which can be spent at participating local businesses, redeemed for vouchers at major retailers and hospitality venues or donated to charity	Focuses on improving individual health and promoting sustainable habits within communities, to encourage positive lifestyle changes for better transport, climate and health outcomes	Ongoing - currently funded until May 2027. Longer-term provision to be reviewed in terms of funding post-2027. EDC, BetterPoints, local businesses	Executive Officer - Land Planning and Development	Amber

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
3.13 (I): Enforce the pavement parking ban and ban on blocking dropped kerbs at crossing points	It is important that the ban on pavement parking and parking on dropped kerbs at known crossing points is upheld and enforced, particularly on Walking and Wheeling Network routes and where the accessibility of footways may be impeded Enforcement of the ban on pavement parking will be proportionate to available resource	Pavement parking impedes accessibility of footways, pushing vulnerable walkers and wheelers into the road Scottish Government policy: Transport (Scotland) Act 2019	Ongoing EDC	Executive Officer - Community Services	Green
3.14 (I): Designate appropriate roads as Quiet Rural Routes	Assess suitability of quiet rural roads with existing low traffic volumes for slower (30 or 40mph) speed limits and share with care signage, in line with Transport Scotland Guidance. Quiet rural roads must meet criteria of low traffic levels, connecting settlements / greenspace / places of interest and road conditions	STPR2	Medium term EDC	Executive Officer - Roads and Neighbourhood Services Supported by Executive Officer - Land Planning and Development	Amber

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
3.15 (I): Secure cycle storage in strategic locations including on-street	Assess suitability of on-street cycle storage in key locations, including town centres and near higher density residential areas where cycle storage presents a barrier to cycling uptake	More than a third of people in Scotland lack a safe, secure place to store a bike at home. In Scotland, 46% of those in social housing do not have a suitable storage space for a bike. Secure cycle parking should be explored to tackle this barrier to cycling Cycle parking in other key locations such as town centres provides a convenient, low-cost way for people to access shops, services and amenities, helping to reduce traffic congestion and support local businesses.	Medium term EDC, developers, Residential Cycle Storage Fund (Cycling Scotland)	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Amber
3.16 (I): Prioritise locations for future development that can be accessed by sustainable modes	In line with Local Development Planning Guidance , and in support of local living and 20-minute neighbourhood principles	If walking, wheeling and cycling are to be a realistic choice of travel mode, plans for active travel infrastructure need to be incorporated into development design. Consideration should be given to accessibility by active modes, including cycle parking and storage at new and refurbished developments	Ongoing EDC, Developers	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Green

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
3.17 (I): Explore introducing a cycle hire scheme in East Dunbartonshire	Explore different models of cycle hire schemes to assess the feasibility of rolling out a cost-neutral scheme in East Dunbartonshire Liaise with Glasgow City Council on their experience of initiating and expanding a cycle hire scheme	Cycle hire schemes have been shown to have positive health impacts Cycle hire schemes remove a key barrier to cycling by providing cheap and easy access to bikes Cycle hire schemes operate successfully in cities like Edinburgh and Glasgow and responses during the public consultation suggested that this type of scheme could be explored for East Dunbartonshire. However, given the mixed results of these schemes in other semi-rural local authorities, the Council will research models which have been successful in areas similar to East Dunbartonshire and consider the feasibility of delivering a scheme locally	Medium term EDC, external delivery partners	Executive Officer - Land Planning and Development	Red
3.18 (I): Continue to implement Traffic-Free Schools projects at existing locations	Continue to implement Traffic-Free Schools projects at existing locations, in line with the selection process set out within the Council's Parking Management Plan	Traffic-Free Schools projects can improve safety and make places more attractive for active travel, by reducing the volume of vehicles parked and moving around at the busiest areas for children and adults accessing school	Ongoing EDC, school communities	Executive Officer - Land Planning and Development Supported by Chief Education Officer Supported by Executive Officer - Roads and Neighbourhood Services	Amber



Policies: Green Active Travel Networks and Access to Quality Open Spaces

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
4.1: Develop a specification for the inclusion of blue and green infrastructure in active travel networks through planning	As part of the development of an Urban Greening Factor metric, active travel infrastructure will incorporate elements of blue-green infrastructure where appropriate and feasible	Aligns with the Scottish Biodiversity Strategy's first 5-year Delivery Plan action: "Ensure every new transport and active travel infrastructure project incorporates elements of blue-green infrastructure, and seek opportunities for enhancing / expanding blue-green infrastructure"	Ongoing EDC, external delivery partners	Executive Officer - Land Planning and Development	Green
4.2: Ensure all ATS2 policies and actions align with the recommendations of the Environmental Report to mitigate against adverse impacts	Take cognisance of the recommendations of the Environmental Report to ensure that identified environmental effects are avoided, reduced or adequately mitigated	Supports compliance with relevant environmental assessment legislation and policy requirements	Ongoing EDC, external delivery partners	Executive Officer - Land Planning and Development	Green
4.3: Collaborate with Scottish Canals during the development and implementation of the Scottish Canals Active Travel Strategy	Explore opportunities to work in partnership with Scottish Canals to support the delivery of active travel projects in East Dunbartonshire, where feasible	Delivery of a 'joined up' approach offers significant opportunity to drive modal shift	Ongoing EDC, Scottish Canals and other external delivery partners	Executive Officer - Land Planning and Development	Green

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
4.4: Explore potential to expand responsible active travel access to and within the Campsie Fells	Explore potential to expand responsible access to and within the Campsie Fells through feasibility assessment and engagement. This will include consideration of: - Links between Milngavie and Strathblane - A direct route between Milton of Campsie and Queenzieburn / Kilsyth - Improved active travel links within the Campsie Fells, for example from the Crow Road car park	There are excellent active travel connections to the Campsie Fells from many places in and around East Dunbartonshire via the Strathkelvin Railway Path, however, there are gaps in connections between Milngavie and Strathblane, which could create an active travel loop linked to the A807 when considered in parallel with other actions within the ATS2, in addition to a direct route between Kilsyth and Milton of Campsie Aligns with the Campsies Strategic Review and Action Plan, and aspirations of the Greenspace Strategy and forthcoming Local Biodiversity Action Plan	Medium to long term EDC, Stirling Council, North Lanarkshire Council, landowners and other external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red
4.5: Work with partners to develop a Campsie Fells Signposting Strategy	Collaborate with partners to develop a signposting strategy that facilitates sustainable access to the Campsie Fells	Effective signposting improves accessibility by clearly identifying routes and points of interest suitable for different users, whilst also protecting the landscape and its ecological value	Medium term EDC, Stirling Council and other external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
4.6: Work in partnership with Scottish Canals to optimise the community, transport, and recreational value of the canal towpath and ensure the towpath is well maintained	Liaise with partners to maintain a high-quality towpath accessible for those walking, wheeling and cycling, prioritising those sections most in need (for example addressing root damage on the northern towpath between the Millennium Bridge and Hillhead Road and on small sections of the eastern part of the Canal path west of Auchinstarry)	The canal towpath is a designated national cycling route and provides a key off-road active travel link through East Dunbartonshire, linking Kirkintilloch, Twechar and Bishopbriggs	Ongoing EDC, Walk Wheel cycle Trust, Scottish Canals and other external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Amber
4.7: Expand active travel access to the Forth and Clyde Canal	Subject to feasibility assessment and engagement: - Investigate improving access to the canal towpath from surrounding towns and villages - Investigate improving active travel connections on the south of the canal between Kirkintilloch and Twechar (incorporating the Hillhead Canal Basin Heritage Project) - Investigate active travel connections from Westerhill to the Canal at Cadder	Access to the canal east of Kirkintilloch has been identified as poor for those communities located at eastern Kirkintilloch and Twechar. This is mainly due to the lack of crossing points to facilitate access to the towpath on the north side of the canal. There is a need to ensure signage and linkages to existing canal access points and bridges are of good quality to encourage people to use the canal corridor for walking, wheeling and cycling.	Medium to long term EDC, Walk Wheel Cycle Trust, Scottish Canals and other external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
		Work will be undertaken to create an active travel network at the Westerhill Regeneration Area, and better connections with other parts of Bishopbriggs and Lenzie. There is an opportunity to also examine connections north towards the Canal. A link here would help greatly enhance future active travel networks and connect into a key route – the Forth and Clyde Canal			
4.8: Investigate improved accessibility to Mugdock Country Park via sustainable green active travel routes	Building upon initial feasibility work undertaken to date, the delivery of off-road options using existing paths and tracks from Milngavie in the south will be further investigated to improve accessibility to Mugdock Country Park via sustainable green active travel routes. This would provide a link as part of the proposed loop route linking Mugdock to the Strathkelvin Railway Path in the north and cycling and walking routes in Milngavie in the south	This would complement the aspirations of the Greenspace Strategy and forthcoming Local Biodiversity Action Plan	Long term EDC, Stirling Council, landowners and other external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
4.9: Explore potential to support delivery of improved sustainable active travel access along the River Kelvin Corridor	Explore potential for enhanced active travel access along the River Kelvin, reconnecting local communities with the river. Potential for enhanced access will be considered alongside opportunities for climate adaptation and nature-based solutions to climate change in liaison with the Kelvin Catchment Partnership, in alignment with action NN12 in the draft East Dunbartonshire Greenspace Strategy	Aligns with the aspirations of the Greenspace Strategy and forthcoming Local Biodiversity Action Plan	Long term EDC, Kelvin Catchment Partnership, landowners and other external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
4.10: Investigate the feasibility of completing the missing links within the Loop Route	Complete the Loop Route, subject to technical feasibility, deliverability and funding. This includes links to be provided via: • Strathblane – investigate possible routes: via Old Mugdock Rd / connect with West Highland Way into Milngavie / A81 to Milngavie Reservoirs • Milngavie town centre to Allander Walkway (forms part of A807 Active Travel Corridor project) • investigate with Stirling Council the feasibility of Old Mugdock Road between Strathblane and Mugdock forming a Quiet Rural Route, to provide a link as part of the proposed Loop Route between the Strathkelvin Railway Path and Mugdock Country Park	East Dunbartonshire’s Active Travel Strategy 2015-2020 included Action I.13: Creation of an East Dunbartonshire Loop Route, and set out an approach to develop a circular active travel route connecting most settlements and plugging existing gaps. Connecting gaps in the existing active travel network to create a unique active travel route, the Loop Route, could emulate the success of the canal towpath and West Highland Way by drawing in visitors and supporting local active travel	Long term EDC, Stirling Council, landowners and other external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Red
4.11: Promote the brand of the Loop Route	Promote the brand of the Loop Route to attract visitors and promote active travel	Branding can play a key role in increasing the visibility and attractiveness of active travel routes by creating a recognisable identity, improving wayfinding, and encouraging more people to choose walking, wheeling and cycling for everyday journeys and recreation	Long term EDC and other external delivery partners	Executive Officer - Land Planning and Development	Red

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
4.12: Audit of access routes to local green and quality open spaces	A more detailed audit of access routes to local green and quality open spaces will be undertaken to identify where improvements would offer most benefit, prioritising known gaps in the network and major opportunities (for example disused railway paths, subject to feasibility and deliverability assessment) The Greenspace Strategy seeks to address local access barriers in open spaces	Identifying barriers such as missing links or inaccessible infrastructure enables investment to be targeted where it will have greatest impact, to encourage modal shift and support inclusive active travel	Short term EDC	Executive Officer - Land Planning and Development	Green (audit)
4.13: Ensure that active travel projects and developments enhance access to local green and open spaces, mitigate damage to water courses and where possible provide nature-based flood prevention schemes to alleviate future flood events	Links to Policy 4.2	Supports compliance with relevant environmental assessment legislation and policy requirements	Ongoing EDC, external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Green (design considerations)
4.14: Ensure that active travel projects and developments align with Local Development Plan biodiversity policy and emerging Greenspace Strategy and Local Biodiversity Action Plan	Links to Policy 4.2	Supports compliance with relevant environmental assessment legislation and policy requirements	Ongoing EDC, external delivery partners	Executive Officer - Land Planning and Development Supported by Executive Officer - Roads and Neighbourhood Services	Green (design considerations)

Policy	Approach	Why?	Delivery Timescale and Partners	Owner	Funding Status
4.15: Landscaping in active travel projects should be managed appropriately to promote positive outcomes for biodiversity	Links to Policy 4.2	Supports compliance with relevant environmental assessment legislation and policy requirements As set out in the nature-based design model and Greenspace Care Practice Framework in the Greenspace Strategy and the forthcoming Local Biodiversity Action Plan	Ongoing EDC, external delivery partners	Executive Officer - Roads and Neighbourhood Services	Green (approach) Amber (maintenance)

Delivery and Funding



Progress on this ATS2 is subject to availability of resources and funding.

Several factors are considered by the Council when allocating projects against available funding. The specific sources of funding, and any match funding must be considered, directing this to suitable projects. Factors which may make project progress unlikely or carry very high risk include, for example, landownership and ground conditions. In-house capacity and the number of projects being progressed at the same time is also considered.

Recent years have seen increase in funding for active travel in Scotland and numerous success stories for achieving modal shift through the establishment of high-quality infrastructure.

Reflecting the significant financial challenges that local authorities are facing, this ATS2 sets out ambitious actions to ensure that East Dunbartonshire is investment-ready and in as strong a position as possible to attract external funding for delivery.

In the 2026-27 budget, the Scottish Government allocated £226 million for sustainable and active travel projects, which includes funding for infrastructure and behaviour change initiatives. This is part of a broader strategy to decarbonise transport and encourage the use of sustainable modes.

It is essential that funding is acquired from the appropriate source in a timely manner so that active travel aims can be achieved in line with the ambitious schedule of this strategy. The Council will keep abreast of new funding opportunities and changes to funding streams throughout the period of this ATS2.

Monitoring



The following monitoring indicators will be used to measure progress in delivering ATS2 policies and actions and assess how they support local, regional and national aims. Annual progress reports will be produced, noting the overall impact on outcomes and objectives, including modal shift, climate change and broader Council objectives.

Table 5 – Monitoring Indicators

Target Indicators	Current Baseline Figure	ATS2 Monitoring
Reduce % of residents using car as main mode of transport	69% of respondents answered that the private car was their main mode of transport (East Dunbartonshire Travel Survey 2022); 58% driver car or van and 11% passenger car or van as main mode of travel for residents of East Dunbartonshire (Scottish Household Survey 2024)	Core Monitoring: East Dunbartonshire Travel Survey, Scottish Household Survey Table LA16 Further Monitoring (Periodic): a robust, periodic analysis of modal share based on traffic data to capture local trips and cross-boundary trips, particularly for walking (explore solutions for data collection including innovative technologies)
Increase % of pupils who travel actively to school	52% of pupils indicated that they travelled to school by active travel in 2024	Core Monitoring (Annually): Hands Up Scotland Survey
Increase active travel modal share for local trips	Approximate cycling mode share in September 2025: 1.1% Townhead, Kirkintilloch; 1.6% Milngavie Road, Milngavie	Core Monitoring (Annually): Cycling Scotland Monitoring Report (two traffic survey counts undertaken over a 48-hour period (Wednesdays and Thursdays), on-road, in May and September).
Increase % employed adults who travel actively to work	Employed adults (aged 16+) not working from home - usual method of travel to work, 2024 (East Dunbartonshire): 3% walking, 3% cycling	Core Monitoring (Annually): Scottish Household Survey Table LA1
Increase % of journeys less than 2 miles that are walked or cycled	Percentage of journeys under 2 miles by road network distance by main mode, 2024 (East Dunbartonshire): walking 44%, cycling 0%	Core Monitoring (Annually): Scottish Household Survey Table LA21
9% of car journeys are shifted to walking and cycling, translating to a 3% reduction in car mileage by 2045 (aligns with Climate Action Plan)	356 million vehicle miles travelled in East Dunbartonshire in 2024 (DfT)	Core Monitoring (Annually): Analysis of annual figures, aiming to reduce vehicle miles to 345 million by 2045
Increase overall Km of on-road, segregated cycling infrastructure	1.1km on-road, segregated cycling infrastructure (2025)	Core Monitoring: Officer knowledge, GIS mapping

Target Indicators	Current Baseline Figure	ATS2 Monitoring
Impact of segregated infrastructure on levels of cycling	Before and after surveys	Before and after surveys as required
Increase % of households with access to a bicycle	Number of bicycles available for private use by households, 2024 (East Dunbartonshire): 62% none, 14% one, 14% two, 10% three or more	Core Monitoring (Annually): Scottish Household Survey Table LA8
Increase % of population within X metres of active travel infrastructure links	Methodology to be developed	Further Monitoring (Periodic): GIS-based analysis
Reduce harmful emissions from transport: Progress towards shifting 9% of car journeys to walking and cycling by 2045 (aligns with Climate Action Plan)	Reduction in car trips and increase in trips by active travel modes. 2024 Scottish Household Survey results for East Dunbartonshire: 58% driver car or van; 11% passenger car or van; 17% walking; 3% bicycle as main mode of travel. 52% of pupils indicated that they travelled to school by active travel and 25% by car or taxi in 2024 (Hands Up for Scotland Survey)	Core Monitoring (Annually): Hands Up for Scotland Survey, Scottish Household Survey Table LA16 Further Monitoring (Periodic): Potential to monitor via bespoke local travel surveys / East Dunbartonshire Travel Survey / before and after cycle count data on connectivity corridor routes
Maintain air quality compliance at Kirkintilloch Road Air Quality Monitoring Area	Annual mean NO ₂ concentrations lower than 36 µg/m ³ for five consecutive years (2025 Annual Progress Report)	Core Monitoring (Annually): Annual Progress Report produced by East Dunbartonshire Council, as part of statutory Local Air Quality Management duties
Maintain compliance with NO ₂ , PM ₁₀ and PM _{2.5} Air Quality Strategy objectives	No exceedances (2025 Annual Progress Report)	As above
Increased % town centre footfall	To be determined	Core Monitoring (Annually): town centre footfall counters
Business Performance	Reduction in vacant units may be used as a proxy indicator	Core Monitoring (Quarterly): vacant units monitored by walkaround and reported via How Good Is Our Service reports Further monitoring (Annually): Scottish Local Authorities' Economic Development Indicators Report
Increase active travel links between locality areas and trip generators	Commuting flows data available here and commuting mode (by locality) available here	Further Monitoring (Periodic): Potential to monitor via bespoke local travel surveys / East Dunbartonshire Travel Survey

Target Indicators	Current Baseline Figure	ATS2 Monitoring
Increase physical activity, particularly amongst children	Data shows very few children (<20%) reach sedentary behaviours benchmark, with worse outcomes for those in lower socio-economic groups Gaps between physical activity outcomes between different socio-economic groups and between boys and girls Small increases to active travel modal share for school trips between 2012 and 2024 (Hands Up for Scotland Survey 2024) In 2024, the HUSS recorded 47.3% pupils walking, 2.7% cycling and 1.4% scooting / skating to East Dunbartonshire schools	Core Monitoring (Annually): Hands Up for Scotland Survey; HSCP annual reporting
Increase participation rates in behaviour change schemes	High level of participation in school-based schemes Low level of participation in work-based schemes	Core Monitoring (Annually): Monitor number of schemes in schools and participation rates Further Monitoring (Periodic): Number of schemes in workplaces Officer knowledge, school liaison, engagement with key employers, ad hoc surveys
Reduce number and severity of road casualties, particularly amongst vulnerable road users (pedestrians and cyclists)	Trend for significant reduction in overall road casualties since 1969 although vulnerable road users make up a disproportionate number of serious injuries and deaths	Core Monitoring (Annually): Reported Road Casualties Scotland (Transport Scotland)
At least 40% reduction in road casualties for pedestrians and cyclists by 2037 (Vision Zero safety framework predicates moving towards zero serious road casualties and injuries by 2050)	The average number of pedestrian casualties of all severities on roads in East Dunbartonshire from 2019-2023 was 11	Further Monitoring (Periodic): audits of on- and off-road active travel networks

Other formats and translation

This document can be provided in large print, Braille or in audio format and can be translated into other community languages.

Please contact the Council on 0300 123 4510

本文你可按需求翻譯成中文，如有此需要，請電 0300 123 4510

اسی دستو وچ کاغذ دوست کرنے پر (اردو) زبان میں ترجمہ کیا جاسکتا ہے۔ براہ مہربانی فون نمبر 0300 123 4510 پر رابطہ کریں۔

ਇਸ ਦਸਤਾਵੇਜ਼ ਦਾ ਮੰਗ ਕਰਨ ਤੇ ਪੰਜਾਬੀ ਵਿੱਚ ਅਨੁਵਾਦ ਕੀਤਾ ਜਾ ਸਕਦਾ ਹੈ। ਕਿਰਪਾ ਕਰਕੇ 0300 123 4510 ਫੋਨ ਕਰੋ।

Gabhadh an sgrìobhainn seo cur gu Gàidhlig ma tha sin a dhìth orbh. Cuiribh fòn gu 0300 123 4510

अनुसंधान करने पर यह दृष्टिकोण 'रिपोर्ट' में भाषांतरित किया जा सकता है। कृपया 0300 123 4510 पर फोन कीजिए।