

## Evidence Report A: policy and key statistics – May 2026

The Local Transport Strategy (LTS) 2020-2025 was approved in March 2020 and was informed by a detailed background report which included reviews of key national, regional and local policy as well as statistics and information on the East Dunbartonshire travel network. This evidence base informed the development of six Transport Planning Objectives to set a clear direction for the strategy to work towards.

Within this Evidence Report, the key points of the LTS evidence base related to active travel are summarised for each objective, as well as policy changes and additional data recorded since March 2020.

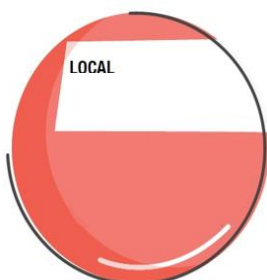


## Increase modal shift towards more sustainable modes of travel for both travel to work/study and leisure trips



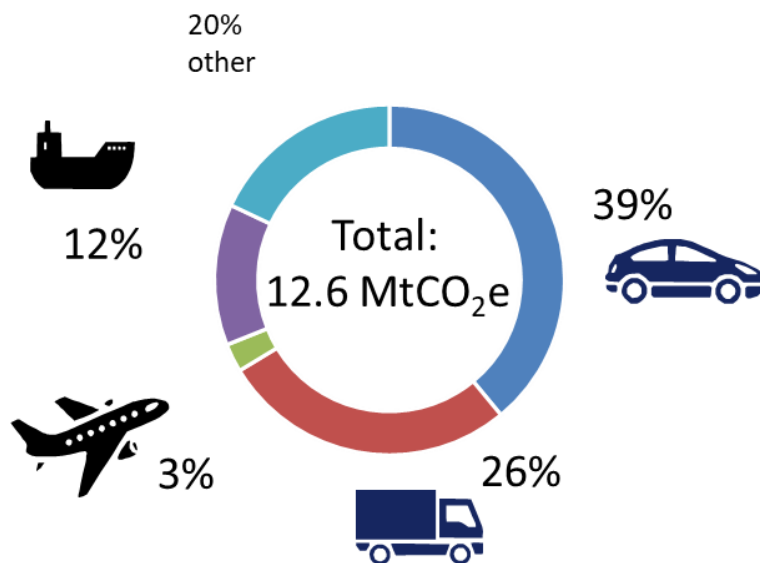
Scotland's second **National Transport Strategy** includes a Sustainable Travel Hierarchy, which puts walking, wheeling and cycling at the top reflecting that these are the most sustainable ways to travel. 'Takes Climate Action' is one of the priorities for the **National Transport Strategy**, reflecting the 2045 net zero target in the **Climate Change (Emissions Reduction Targets) (Scotland) Act 2019**. Replacing car journeys with active travel contributes to this which is why a strategic objective of the national **Active Travel Framework** is to 'cut carbon emissions and other pollution'. The Scottish Government's **Strategic Transport Projects Review 2** sets out transport investment for the next 20 years and includes connected neighbourhoods, segregated active freeways, and connected towns and villages. The numerous benefits for society, the climate and the individual of making more journeys by walking are included within the **National Walking Strategy**. The **Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030** requires active travel strategies to prioritise investment in the creation of more dedicated, high quality, safe cycling infrastructure in every town and city that is segregated from traffic and integrated with public transport. While the Scottish Government has removed its target of a 20% reduction of vehicle km by 2030, it recognises the **Climate Change Committee (CCC)** advice, as reflected in the **Scottish Government's Climate Change Plan**. The Climate Change Plan aims to reduce car demand by around 4% by 2030 and 6% by 2035 to align with the CCC's Scottish carbon budgets.

Strathclyde Partnership for Transport's (SPT) **Regional Transport Strategy (RTS) 2023-2038** and the Case for Change includes transport emissions as a key issue mainly due to the effect of road transport on the region's emissions. The RTS commits SPT partners to a 20% reduction in car kilometres by 2030 and a target for 45% of trips in the region to be undertaken by modes other than the private car. The **Regional Active Travel Strategy 2024-2038** reiterates these targets and sets out an Infrastructure Delivery Plan containing proposed routes in East Dunbartonshire and the region to achieve these targets. The **Glasgow Clyde Valley Green Network Partnership** produced a **Blueprint** which is a framework for the creation of a strategic green network helping to deliver a connected and low-carbon place, in part, through a strategic access network.



East Dunbartonshire's **Local Development Plan 2** includes policies intended to tackle climate change and support active travel throughout, including Policy 11 – Transport, which requires new development to be located in sustainable locations and align with the sustainable travel hierarchy by prioritising walking and cycling first. This will continue to be a key action within the emerging LDP3. The **Economic Recovery Plan** (March 2021) identifies the impacts and key issues for East Dunbartonshire's economy within the context of economic recovery from the COVID-19 pandemic and sets out actions the Council and Community Planning partners are delivering in response; the environment is identified as a priority area, under which there are actions to support more active travel and sustainable access to local businesses, workplaces and services. This will be reflected in the emerging (updated) **Economic Development Strategy**. The **Climate Action Plan** identifies transport as being the second largest source of emissions within East Dunbartonshire and includes a target to reduce area-wide car kilometres by 22% against 2019 levels by 2045, with 9% of car journeys shifted to walking, wheeling and cycling.

In 2023, passenger cars accounted for **39%** of transport greenhouse gas emissions.



**67%** of all car journeys in Scotland are single occupancy.

Over **50%** of journeys under 5km in Scotland are taken by car.

In 2024, there were **3.2 million** motor vehicles licensed in Scotland, up from 1.78 million in 1990. The increasing size of cars, driven by consumer preferences, has led to larger vehicles on roads.

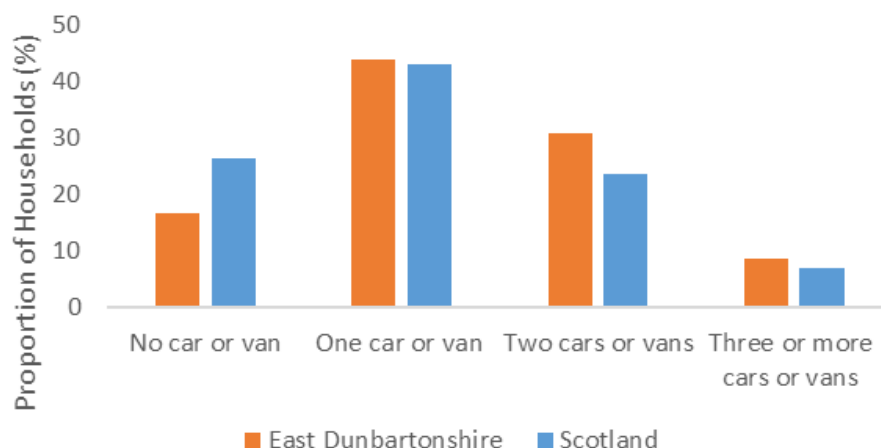
In 2023, around **6%** of households in Scotland had an e-bike. UK e-bikes are legally limited to 15.5mph with a 250-watt motor. E-bikes help overcome barriers to active travel and replace many short- to medium-length car journeys.

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.

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.

*National Transport Strategy, Transport and Travel in Scotland 2024, Scottish Transport Statistics 2025, DfT, Walk Wheel Cycle Trust*

## Car ownership by household



**38%** of households in East Dunbartonshire have at least one bicycle available for private use, compared to 34% across Scotland.

In 2024, the percentage of residents who regularly walked (including commuting) was lower in East Dunbartonshire compared to regional and national averages, but the percentage who regularly cycled was higher.

*Census, Scottish Transport Statistics 2025, Transport and Travel in Scotland*

## Priorities for Active Travel



1. Provide safe and easy access to everyday places
2. Improve integration between active travel and public transport



## Reduce inequality by providing high quality access for all



‘Reduces inequalities’ is one of the priorities of Scotland’s second **National Transport Strategy (NTS2)**. This focuses on providing fair access to services and having a transport system that is easy to use and affordable for all. This section of NTS2 includes evidence and policies on poverty, gender, age and disability. Transport poverty can contribute to social isolation due to reduced travel opportunities. Women are less likely to report feeling safe walking alone at night compared to men and there are specific challenges for travel, including active travel for an ageing population and those people with disabilities. In recognition of these challenges for different groups, reducing inequalities has also been included in the outcomes of the national **Active Travel Framework**. Enabling easy, convenient, safe, independent mobility for everyone is also an aim of the **National Walking Strategy**, whilst the **Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-30** includes Fair Access as one of six strategic themes. Scotland’s **Accessible Travel Framework** also aims to support disabled people’s access to travel so that everyone in Scotland has the same opportunities.

‘Accessing and using transport’ is a policy theme in SPT’s **Regional Transport Strategy**. The Case for Change identified challenges for different groups in the region including the cost of public transport and car ownership, the accessibility and the safety and security of using the transport network, including by active travel. Issues included a cluttered and poorly maintained physical environment for walking and wheeling as well as concerns for the safety of pedestrians and cyclists especially children, older people and those who are visually impaired or who have reduced personal mobility. The **Regional Active Travel Strategy** sets out design standards for walking, wheeling and cycling to ensure good access for all users.



**Local Outcomes Improvement Plan (LOIP)** includes outcomes for improving the quality of life for all within the area while also focusing on specific groups of people. The LOIP also sets out the Council’s approach to Place Planning and is supported by Locality (Place) Plans for areas highlighted within the Scottish Index of Multiple Deprivation. The **Locality (Place) Plans** highlight key access challenges including active travel for East Dunbartonshire’s most deprived areas and include actions designed in partnership with the local community to increase opportunities to travel by walking, cycling or wheeling. The **Local Development Plan 2** has inclusive design of new developments embedded within Policy 10 – Design and Placemaking, and **Town Centre Strategies** include actions and policies designed to create town centres that are accessible and considerate of the needs of all users. Helping reduce inequalities by providing diverse opportunities in open space and green networks for physical exercise, sport and recreation is also an objective within the Council’s emerging **Greenspace Strategy**.

**37%** of women do not feel safe **75%** of Scotland's part-time

walking alone after dark and are more likely to be worried about being sexually assaulted.

workforce is female and women are also more likely to combine travelling to work with other purposes, which can affect mode choice.



**5%** of people

responding to the Scotland Walking and Wheeling Survey 2025 say that they never walk, despite over half saying they would like to walk more for leisure (68%) and routine reasons (63%).



Scotland has an ageing population. With an ageing population, the proportion of adults with a limiting mental or physical health condition or disability is also increasing.



Households with lower incomes are more likely to rely on bus travel while car and bike ownership is less likely.

*Scottish Crime and Justice Survey 2023-24, Scottish Walking and Wheeling Survey 2025, National Transport Strategy, Transport and Travel in Scotland*

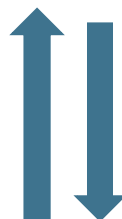
**1%**

of females who responded to the East Dunbartonshire Travel

Survey said cycling was their main mode of travel compared to 10% of males. Females were also more likely than males to walk as their main mode.

**4**

There are 'Place' areas within East Dunbartonshire – based on their rank in the Scottish Index of Multiple Deprivation – and all have a Local Place Plan which has been produced in partnership with local communities. These areas are Auchinairn, Lennoxton, Hillhead & Harestanes and Twechar.



People in the most deprived areas in East Dunbartonshire were more likely to say they travelled mainly by bus compared to those in the least deprived areas, but less likely to travel by bicycle.

*East Dunbartonshire Travel Survey 2022*

## Priority for Active Travel



3. Empower and encourage all groups of people to walk, cycle and wheel more

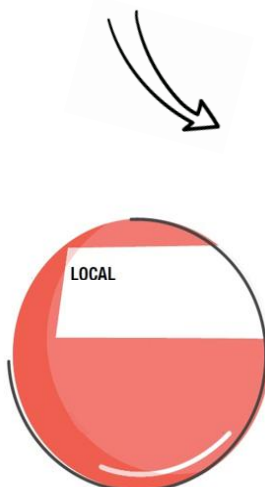


## Reduce emissions through reduced vehicle mileage in East Dunbartonshire



The second **National Transport Strategy** describes road transport as the main source of emissions that contribute to poor air quality including small particulate matter (PM10) and Nitrogen Oxide gases (NO<sub>x</sub>). This also poses inequality issues as the vulnerable are disproportionately affected by poor air quality and air quality is often worse in more deprived areas of Scotland. The Scottish Government recently published a Renewed Policy Statement for **Achieving Car Use Reduction in Scotland** which sets out a commitment to achieve net zero emissions by 2045. The **Active Travel Framework** highlights the benefits further participation in active travel can have on improving local air quality. The **Cleaner Air for Scotland 2** builds on the active travel aims of the above strategies, the **Cycling Framework and Delivery Plan** and the **National Walking Strategy**. The strategy highlights the importance of active travel in improving local air quality and includes actions for delivery partners to work together to replace car journeys with those made by sustainable forms of transport. The **Climate Change Plan 2026 - 2040** sets out the policies and proposals the Scottish Government will take forward to enable Scotland's carbon budgets to be met and includes active travel and the wide range of co-benefits that this would deliver.

The **Regional Transport Strategy** has 'to reduce carbon emissions and other harmful pollutants' as one of its objectives, supported by policy themes and aims for modal shift to active travel and public transport. The Regional Transport Strategy outlines the issues the region has with poor air quality and the harmful effects this can have on health. The Case for Change refers to these emissions as preventable as road transport continues to be the main source. There are 10 Air Quality Management Areas in the Strathclyde region which have been designated due to recorded issues with PM10 and NO<sub>x</sub> emissions. An objective of the **Regional Active Travel Strategy** is to reduce carbon emissions and other harmful pollutants from transport, with targets aligning with the Regional Transport Strategy.



The transport policy (Policy 11) in the **Local Development Plan 2** for East Dunbartonshire includes requirements that development should be directed to locations where the need to travel is reduced and where the effect on air quality is minimised. To help achieve this, requirements of how new development should link into active travel and public transport networks are set out in each community policy. The **Climate Action Plan** identifies transport as the second largest source of emissions within East Dunbartonshire and contains actions to reduce emissions in this area through modal shift. Emissions within the Bishopbriggs Air Quality Management Area (AQMA) as well as other areas across the authority are monitored on an ongoing basis by the Council and set out within an Annual Progress Report. The **Annual Progress Report** also sets out the latest Council position on progress in delivering the **Air Quality Action Plan 2025-2030**. These actions are mainly related to reducing emissions from road transport including encouraging more journeys to be made by active travel in each area. The Council's **Town Centre Strategies** also include objectives and actions aimed at improving local air quality through better placemaking and connectivity for active travel within town centres. Providing consolidated opportunities for active travel and improving air quality is also within the objectives of the local **Core Path Plan**.

**1/4** of Scotland's total particulate

matter (PM10) is attributed to transport – with road transport being the main contributor.

**1,800-2,700** An

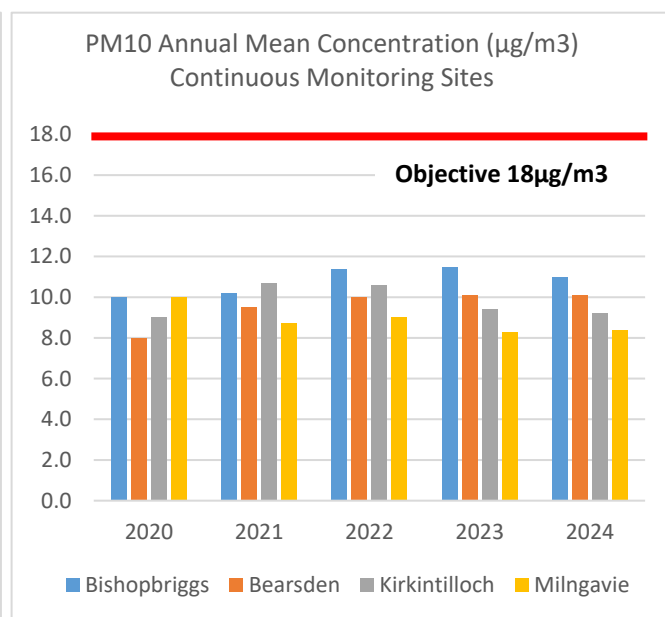
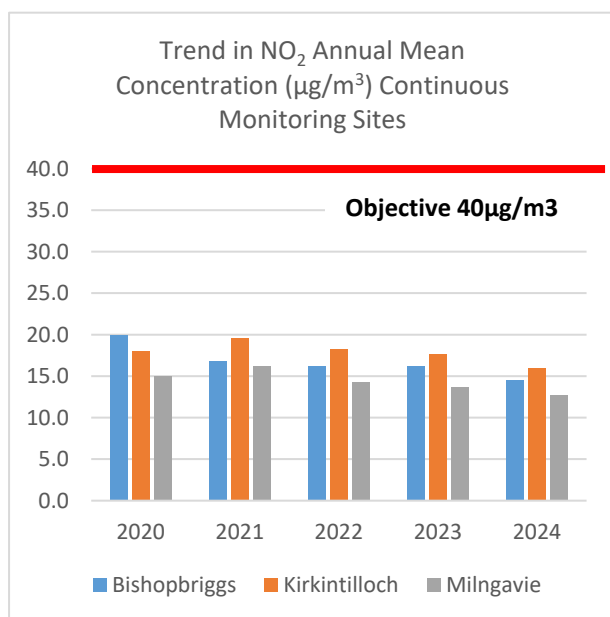
estimated 1,800 to 2,700 deaths in Scotland are attributed to long-term exposure to outdoor air pollution each year.

**Over 2/3** of Scotland's

total emissions of nitrogen oxides (NO<sub>x</sub>) is attributed to transport – with road transport being the main contributor.

Fine particulate matter is also produced from vehicles as a result of friction between tyres and the road surface and brake pads. This means that switching all petrol and diesel fuelled cars to electric vehicles is not a complete solution for cleaner air. Electric vehicles remain part of the solution alongside a shift to sustainable modes including public transport and active travel.

*Scottish Transport Statistics 2025, Public Health Scotland 2024*



*East Dunbartonshire Annual Progress Report 2025 - <http://www.scottishairquality.scot/>*

## Priority for Active Travel



### 4. Improve active travel to and through Air Quality Management Areas

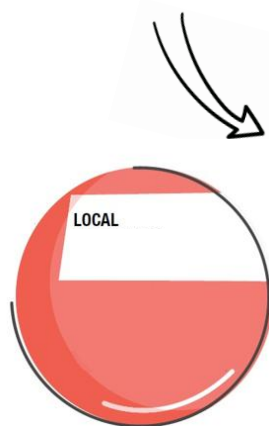


## Facilitate sustainable economic growth by improving connections across our boundaries and between our communities



‘Helps deliver inclusive economic growth’ is one of the four priorities of the second **National Transport Strategy**. This includes mobility through an integrated network and providing tourism boosts through local assets. Supporting sustainable economic growth is an objective within the **Active Travel Framework**: ensuring places are designed for active travel helps create attractive places, attracts investment and supports local economies. The benefits of active travel for local economies are raised in the **Cycling Framework and Delivery Plan** and the **National Walking Strategy**. In particular, the walking strategy highlights how an improved walking environment can provide access to jobs, facilities and onward journeys by public transport. It also boosts the local economy as people accessing local shops by walking often spend more money while they are there. Long-distance active networks are designated in the **National Planning Framework 4** as a national development. These networks will enable access by sustainable transport to settlements, services, employment and transport hubs. NPF4 also promotes active travel through connected networks and spatial principles including local living and 20-minute neighbourhoods. The **National Strategy for Economic Transformation** identifies improved transport accessibility and better connectivity as key factors for growing the economy. The draft **Infrastructure Strategy 2027-2037** also recognises that enhanced connectivity – including through active travel networks – unlocks workforce potential by widening access to employment and education opportunities.

‘Inclusive economic growth’ has been identified as a priority in the **Regional Transport Strategy**. This focuses on delivering a transport system that supports the regional economy and provides better opportunities and fairer outcomes for all. The importance of tourism to the regional economy is also listed within the Case for Change. The **Regional Economic Strategy** is focused on economic inclusivity, productivity and climate resilience. ‘Place’ is identified as one of the transformational opportunities in the Strategy, including improvements to all types of infrastructure to ensure residents have access to economic opportunities. The Glasgow Clyde Valley Green Network Partnership’s **Blueprint** will also contribute to sustainable inclusive economic growth.



The first outcome of the **Local Outcomes Improvement Plan** is for East Dunbartonshire to have a sustainable and resilient economy with busy town and village centres, a growing business base and to be an attractive place in which to visit and invest. To build on this outcome the **Economic Development Strategy** includes objectives on increasing tourism and sustainable development. This includes attracting pedestrians and cyclists into town centres by ensuring high-quality routes to surrounding areas nearby and promoting behaviour change initiatives for active travel to reduce reliance on cars and therefore reduce carbon emissions. The Economic Development Strategy also includes actions on attracting visitors to the area’s tourism assets by walking and cycling. The **Local Development Plan 2** includes active travel elements within various tourism and economic development-related policies. The **Core Path Plan** aims to deliver a network that can deliver growth in walking and cycling in the area, supporting local businesses by attracting visitors. **Town Centre Strategies** also include objectives and actions to encourage visitors and footfall for local businesses including making it easier to navigate spaces by walking and cycling.

**20%-35%**

Research

carried out by Living Streets shows that where the pedestrian experience (walkability and public realm) has been improved on streets this relates to a 20-35% increase in footfall. This is in contrast to a 22% decline in footfall across the UK from 2007 to 2017.

**£1.9Bn**

Users of Scotland's

National Walking and Cycling Network spent £1.9 billion across local economies in Scotland in 2019, according to a report from NatureScot, Sustrans and Scottish Canals. 145 million trips were made on the network supporting around 27,500 jobs.

**£345m**

Research findings

from Sustrans showed that the indicative value of leisure cycling and cycling tourism on the National Cycle Network in Scotland was £345m in 2015. Cycling provides a significant contribution to Scotland's economy as a whole including through retail sales and bike manufacturing.

**69%**

Walking is the most popular

activity for UK visitors to Scotland with 69% of visitors enjoying short walks/strolls. 88% also enjoy longer walks and hikes.

*Living Streets, NatureScot, Sustrans, Scottish Canals and Cycling Scotland, Scottish Government*

**4**

East Dunbartonshire has four town centres – Bearsden, Bishopbriggs, Kirkintilloch and Milngavie. The area also has 11 village centres.

**2/3**

of respondents to the 2022 travel

survey visit local shops or services at least weekly.



Responses to the East Dunbartonshire Travel Survey in 2022 showed that more people could travel to the four town centres by walking and cycling than they currently do. This represents an opportunity for change.

*East Dunbartonshire Travel Survey 2022*

**5**

East Dunbartonshire has five main tourism assets which can be explored and accessed by active travel: the Antonine Wall, the Campsie Fells, the Forth and Clyde Canal, Mugdock Country Park and the West Highland Way which starts in Milngavie.

**2**

East Dunbartonshire has two routes within the National Cycle Network. The towpath of the Forth and Clyde Canal provides connections and places to see across central Scotland (route 754) and part of the Strathkelvin Railway Path forms route 755.

## Priority for Active Travel



5. Make East Dunbartonshire an attractive place for active travel to generate more sustainable business for the local economy

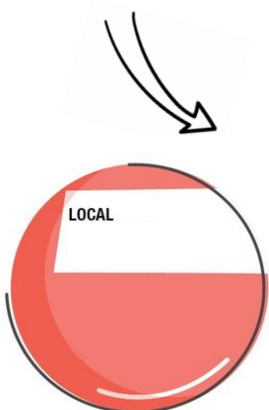


## Improve health by increasing walking and cycling rates



The second **National Transport Strategy** has a priority to have a transport system that ‘improves our health and wellbeing’. This includes enabling people to make healthy travel choices and ensuring active travel will be the preferred mode of travel with a significant effect on individual health and wellbeing. The **Active Travel Framework** includes an objective for better health and safer travel for all by making active travel easier for everyone. The **Cycling Framework and Delivery Plan** and the **National Walking Strategy** also recognise the benefits increased walking and cycling can have for personal health and overall wellbeing. The **National Planning Framework 4** identifies increases in active travel levels as an opportunity to improve the health and wellbeing of people living in Scotland. In addition, **Physical Activity for Health – Scotland’s National Framework** 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. **Public Health Priorities for Scotland** recognises that active travel is integral to improving population health. The Scottish Government’s **Climate Change Plan** estimates health benefits flowing from increased physical activity from more walking, wheeling and cycling, with additional benefits also accruing from noise reduction, reduced traffic congestion, and increased road safety.

An ‘improved quality of life’ is one of the priorities in the **Regional Transport Strategy**. This is to ensure the transport system can help everyone achieve better health and wellbeing, leading active and fulfilling lives. Regional levels of active travel are lower compared to other areas of Scotland and active living has been identified as a key issue within the strategy which sets out policies tackling existing barriers people experience across the region. The Glasgow Clyde Valley Green Network Partnership’s **Blueprint** aims to help people across the region access the green network to help them live healthy lives and boost mental wellbeing.



The **Local Outcomes Improvement Plan** includes outcomes for children and young people to be safe, healthy and ready to learn as well as for everyone to experience good physical health and mental wellbeing. The **Local Development Plan 2** includes policies for new development to be designed to a high standard to prioritise active travel and lead to healthy, active and inclusive lifestyles. The emerging **Greenspace Strategy** aims to improve access to deliver enhanced health and wellbeing. By providing a network that can give everyone opportunities for uncomplicated exercise, the **Core Path Plan** aims to improve the health and wellbeing of people in the area. The **Culture, Leisure and Sport Strategy** aims to improve health and wellbeing by providing opportunities for everyone to lead full and active lives. **Air Quality Action Plans** and **Locality (Place) Plans** also include various actions to deliver further opportunities for local active travel and improve the health and wellbeing of all residents.

# £94m

In 2014, the estimated annual cost of physical inactivity to the NHS in Scotland is just over £94m, which is approximately £18 per person. In addition, inactivity contributes to over 2,500 premature deaths in Scotland each year.

# 30%

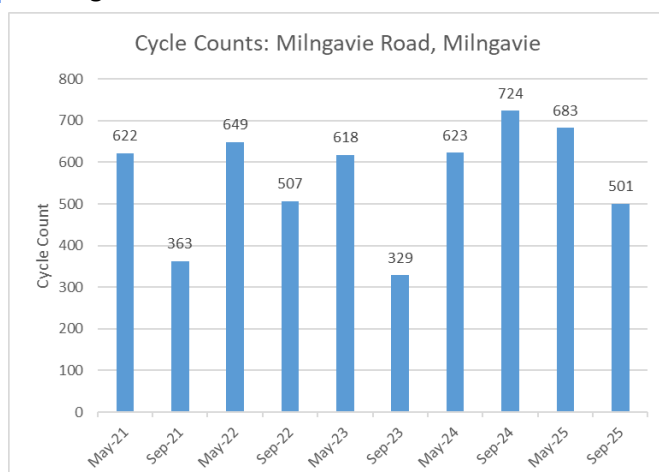
A 2021 study completed by Glasgow Caledonian University concluded that the best way to reduce the odds of early death by 30% was to do three minutes of moderate to vigorous exercise or 12 minutes of light physical activity for each hour of the day sitting down.

# 46%

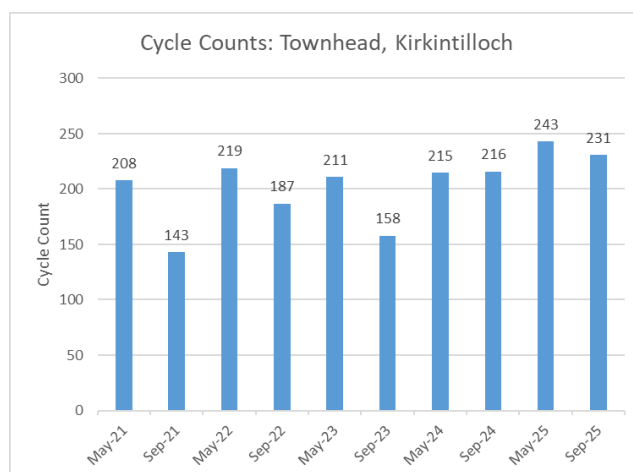
Regularly cycling to work can decrease your risk of suffering from cardiovascular disease by 46%, when compared to commuting by car or public transport.

Physical activity provides significant benefits to mental health and overall wellbeing and has been proven to reduce stress and anxiety and build confidence. Mental health benefits are greatest in green spaces.

*Scottish Government, Glasgow Caledonian University, Cycling UK, Mental Health Foundation*



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.



Cycle counts recorded on Townhead, Kirkintilloch increased by 17% between May 2021 and May 2025, and by 62% between September 2021 and September 2025.

*Data from Cycling Scotland's traffic survey counts, undertaken twice a year in May and September over a 48-hour period (Wednesdays and Thursdays). Survey sites are on-road.*

## Priority for Active Travel



6. Improve physical health, mental health and overall wellbeing by providing better opportunities for walking, cycling and wheeling for leisure and exercise purposes, including enhanced access to areas of greenspace

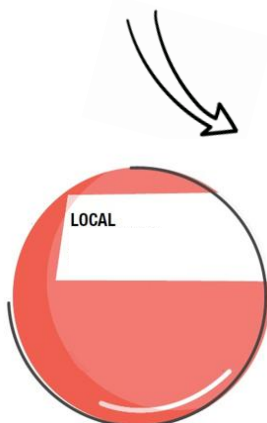


## Improve safety on all modes of transport.



The second **National Transport Strategy** states that the transport system in Scotland needs to be safe and secure to enable a healthy, active and fit nation. The importance of having safer travel for all to ensure active travel is easier for everyone is highlighted within the objectives of the **Active Travel Framework**. Active and sustainable travel is one of twelve themes within Scotland's **Road Safety Framework to 2030**. The Framework recognises the vulnerability of pedestrians and people on bikes on Scotland's roads and notes that further work is required to improve safety levels, both perceived and real, to ensure active travel investment can translate to increased levels of everyday walking and cycling. This framework sets out the ambition for zero casualties on Scottish roads by 2050. As part of this framework, the Scottish Government recommends that all appropriate roads in built-up areas will have a **20mph speed limit** by 2025. Scotland's **Accessible Travel Framework** supports disabled people's rights by aiming to improve access to travel. This includes outcomes to make sure disabled people make successful door-to-door journeys more often. Through developing the Framework, disabled people said it was important to ensure paths were clear, safe and obstacle-free.

The **Regional Transport Strategy** notes the challenges faced for safety and security by those walking, wheeling and cycling in the region. Specific concerns noted within the Case for Change include traffic volumes, traffic speeds, accessibility of road crossings and general concerns for the safety of children, older people, visually impaired people and those with reduced mobility. Personal safety and security concerns are also identified as barriers to encouraging more active travel, especially for older women and disabled people. The Regional Transport Strategy commits SPT partners to a 20% reduction in car kilometres by 2030 and a target for 45% of trips in the region to be undertaken by modes other than the private car: these targets are reflected in the **Regional Active Travel Strategy**.



The fourth outcome within the **Local Outcomes Improvement Plan** is for East Dunbartonshire to be a safe place in which to live, work and visit. One of the objectives within **Local Development Plan 2** is to create places that are safe, easy to move around and well-connected by walking, cycling and public transport. There are also a number of actions within the **Town Centre Strategies** and **Locality (Place) Plans** to improve the safety of active travel within local areas of East Dunbartonshire in response to concerns raised through consultation as part of the process of developing the plans.

**7%** In 2024, cycling accounted for 0.8% of all road traffic in Scotland and people cycling made up 7% of all casualties, highlighting the vulnerability of these road users in Scotland.

**3x** Children travelling on foot or bike in the 20% most deprived areas in Scotland are three times as likely to be involved in a traffic accident compared to the 20% least deprived areas.

**26%** Pedestrians represent the second largest category of killed and seriously injured by mode of transport on Scotland's roads. In 2024, 26% of all deaths and 16% of all those injured on Scotland's roads were pedestrians, again highlighting how vulnerable pedestrians are.



The Road Safety Framework to 2030 has set targets for reduction in people being killed or seriously injured on Scotland's roads including a 40% reduction for pedestrians and 20% reduction for people on bikes.

*Scottish Transport Statistics (2024), Reported Road Casualties Scotland (2024), Walk Wheel Cycle Trust, Scottish Government*

## Top priority

In the 2022 East Dunbartonshire Travel Survey safety was ranked as the number one priority for people when considering how to make a journey. Respondents scored safety 8.9/10.

**11** Average number of pedestrian casualties of all severities on roads in East Dunbartonshire from 2019-2023.

**61** Average annual number of casualties of all severities on roads in East Dunbartonshire from 2019-2023.

**21%** would cycle more for journeys if there was a safe route to do so.

This figure is down from 39% in 2020 and 24% in 2021.

*Reported Road Casualties Scotland 2024 (Transport Scotland), East Dunbartonshire Travel Survey 2022*

## Priority for Active Travel



7. Ensure vulnerable road users, including those walking, cycling and wheeling, are safer 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