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East Dunbartonshire Council

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Draft **Active Travel Strategy** 2027 to 2037

Evidence Summary and Approach



Active travel means travelling by walking, wheeling or cycling. This booklet lays out the mission, priorities and targets for East Dunbartonshire's new Active Travel Strategy to 2037 and the four project themes that new active travel projects will deliver. The contents of the new strategy are based on a review of national, regional and local policy, consultation with the people of East Dunbartonshire and a comprehensive assessment of East Dunbartonshire's existing active travel assets.

What are the aims of recent national, regional and local active travel policies?

[See Evidence Report A for more detail]

National active travel policy has progressed significantly since East Dunbartonshire's first Active Travel Strategy was published in 2015. Current policy focuses on achieving net zero by 2045, reducing car dependency to maximise benefits for health and wellbeing, creating 20-minute neighbourhoods and promoting active travel through infrastructure and behaviour change measures.

Regional transport policy (Strathclyde Partnership for Transport's Regional Transport Strategy and Regional Active Travel Strategy) has adopted national aims to reduce car kilometres and transport emissions while setting the additional target that 45% of journeys should be made by modes of transport other than private cars by 2030.

National

- **Climate Change (Emissions Reduction Targets) (Scotland) Act 2019:** Scotland to reach net zero emissions of greenhouse gases by 2045.
- **Scotland's Climate Change Plan 2026 to 2040:** sets out policies and proposals to enable Scotland's carbon budgets to be met – including active travel.
- **National Planning Framework 4:** Local living in 20-minute neighbourhoods, people are connected to services, amenities, leisure and work by a 10-minute walk (approximately 800m) or a short cycle. The policy relies on access to active travel infrastructure that gives people the option to replace short car journeys with active travel.
- **Physical Activity for Health: Scotland's National Framework:** aims to improve health and increase physical activity in Scotland, recognising its vital role in enhancing overall wellbeing.
- **Active Travel Framework:** By 2030, Scotland's communities are shaped around people and place, enabling walking and cycling to be the most popular mode of travel for short, everyday journeys.
- **Strategic Transport Projects Review 2:** sets out what 20-minute neighbourhoods will look like: a reallocation of road space for pedestrians and cyclists, network improvements (including surfaces, crossings, lighting), segregated cycling infrastructure on important urban routes and long-distance routes connecting villages to key amenities and transport.
- **The Transport (Scotland) Act 2019**, bans pavement parking, double parking and parking at dropped kerbs. A suite of secondary legislation brings this legislation into force, giving local authorities the tools to enforce the ban on inconsiderate, obstructive parking.
- The **Scottish Government**, in 2021, outlined its commitment that all appropriate roads in built-up areas will have a safer speed limit of 20 mph. This aim aligns with a 2020 UN declaration that a maximum speed of 30 km/h (20 mph) should be mandated in areas where vulnerable road users and vehicles may mix.
- The **draft Infrastructure Strategy 2027-2037** recognises that enhanced connectivity – including through active travel networks – unlocks workforce potential by widening access to employment and education opportunities.
- Scotland's second **National Transport Strategy (2020)** embeds the sustainable travel hierarchy in transport decision-making and investment.

Regional

Regional Transport Strategy and Regional Active Travel Strategy targets:

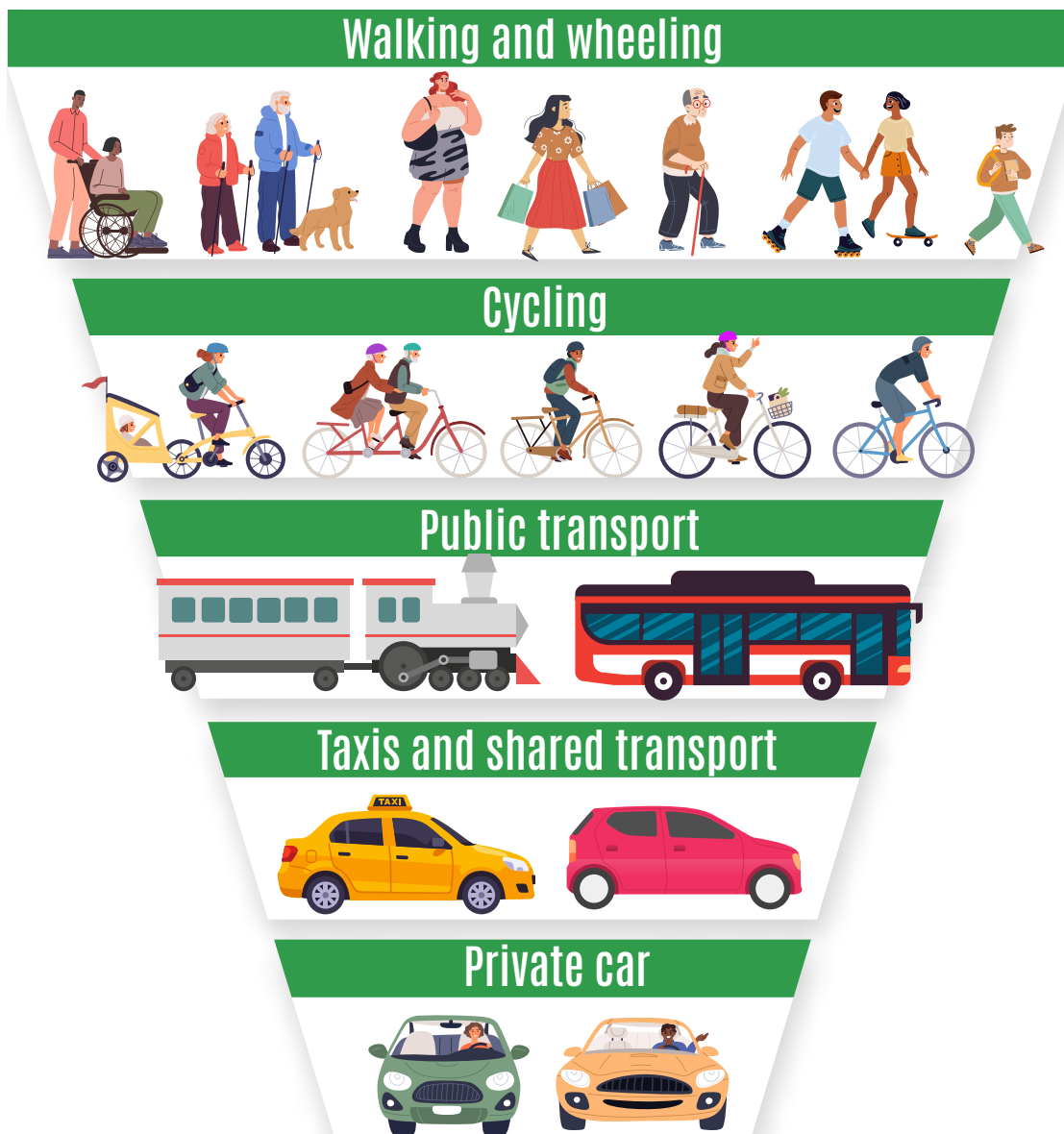
- 20% reduction in car kilometres by 2030.
- 53% reduction in transport emissions by 2030 (from 2019 baseline).
- 45% of all journeys made by means other than the private car as the main mode by 2030.

Local

Guided by the Climate Change Committee's climate modelling, East Dunbartonshire Council's Climate Action Plan includes a target to reduce area-wide car kilometres by 22% against 2019 levels by 2045. This includes the following Council area-wide targets for modal shift and reduced car usage by 2045:

- 9% of car journeys shifted to walking, wheeling and cycling, translating to a 3% reduction in car mileage.
- 17% of journeys or around 6% of car mileage shifted to public transport.
- an increase in vehicle occupancy to 1.7 from a baseline value of 1.5 would also lead to a reduction of 6% in car mileage.

[Figure 1: The Sustainable Travel Hierarchy](#)



The case for active travel based on evidence, data and the network audit/network connectivity assessment

[See Evidence Reports A, B and C for more detail]

Active travel can bring benefits to individuals, communities and society. The following data and research present a compelling case for urgent action in developing networks of active travel infrastructure that provide everyone with opportunities to switch local, everyday trips to active travel.

Physical and mental health

- There are [links](#) between adult obesity levels and travel behaviour: countries with higher levels of active travel generally have lower obesity rates - [Dutch people have half-a-year-longer life expectancy because of cycling](#): these benefits correspond to more than 3% of the Dutch gross domestic product.
- Regular bike commuting is linked to [lower risks of cancer and heart disease](#).
- Physical inactivity costs the NHS up to [£1 billion each year](#) while the Scottish Government's Climate Change Plan estimates health benefits flowing from increased physical activity from more walking, wheeling and cycling could produce [£4 billion in co-benefits](#).
- One in six people experience depression, anxiety or stress-related problems – [evidence](#) suggests active travel can contribute positively towards mental health.

Climate emergency

Modal shift, in this case switching trips from the private car to other forms of transport, is essential if we want to reduce emissions, make a positive contribution to global efforts to curb the impacts of climate change and achieve net zero by 2045.

- Transport accounted for 33.2% of Scotland's total greenhouse gas emissions in [2023](#).
- In 2023, passenger cars accounted for 39% of transport greenhouse gas emissions in [Scotland](#).
- Two-thirds of car journeys are single-person occupancy and over 50% of journeys are [under 5km](#).

Infrastructure and participation

If you build it, they will come: where there is more infrastructure for active travel (for example cycleways safely separated from the road), there are higher rates of active travel.

- There is extensive evidence that new segregated cycle infrastructure in Scotland increases active travel participation while reducing car use:
 - » Traffic surveys have noted record cycling numbers following the introduction of segregated active travel infrastructure across [Scotland](#).
 - » 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 report that walking, wheeling and cycling in Scottish cities saves 93,000 tonnes of greenhouse gas emissions, and [takes up to 520,000 off the road network](#).
- In [the Netherlands](#), where active travel infrastructure is comprehensive, 30% of all journeys under 5 miles are cycled and more than one-quarter of all trips made by Dutch residents are travelled by bicycle.
- In [Seville](#), Spain, where extensive cycling infrastructure has been constructed recently, rates of cycling have skyrocketed, with an 11-fold increase in rider numbers following the creation of a comprehensive, 120km network of cycling infrastructure.

What about Scotland and East Dunbartonshire?

- 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.
- [In 2024, 58% of females and 66% of males failed to meet physical activity recommendations.](#)
- In East Dunbartonshire, rates of car ownership are higher than the Scottish average and modal share for active travel (particularly cycling) is low.

But it's not all doom and gloom. 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 2025.¹

And even those who do not use active travel infrastructure will feel the benefits through:

- Safer streets with reduced vehicle traffic.
- Improved air quality.
- Reduced congestion as journeys are switched from private cars to active travel.

¹ 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. Data available here: [East Dunbartonshire - Sep 2025 | Flourish](#)

Network audit

The network audit (Evidence Report B) was completed by Council officers in 2021 and 2022 and reviewed in 2026. It highlights some of the strengths, weaknesses and opportunities for active travel in the area (Table 1).

Table 1. Strengths, weaknesses and opportunities for active travel in the area as identified by the network audit.

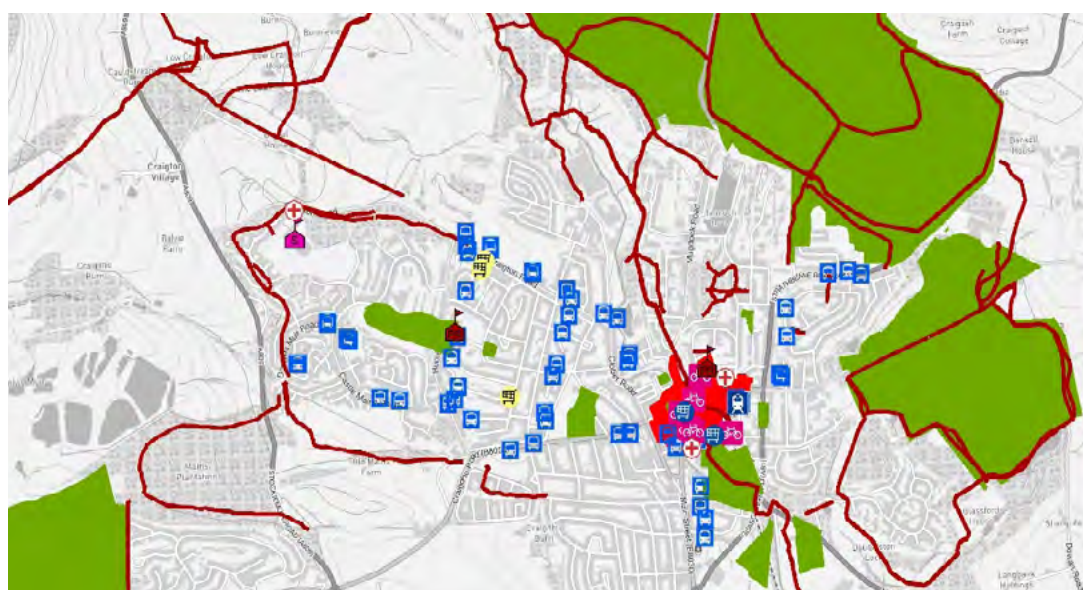
Strengths	Weaknesses	Opportunities
• Extensive off-road network. • Access to greenspace. • Several well-signed, long-distance paths. • Attracts visitors.	• Network incomplete and routes that connect places of importance are often indirect. • Large parts of network unlit and unsuitable for use at night. • Maintenance issues on some paths preclude certain users. • Signage lacking in some areas.	• Integration with an on-road network. • Basis for a network that connects rural communities and towns. • Potential to increase visitor economy.

The network audit approach was focused on off-road paths whereas often, for active travel, the most well-used and direct paths are roads and footways themselves. The network audit did not assess the active travel amenity on roads and footways.

Network connectivity assessment

The network connectivity assessment (Evidence Report C) looked at how East Dunbartonshire's active travel network connects people and the places they want to go for everyday trips. The map below (**Figure 2**) is a cropped version of the map of Milngavie that appears in the report. Schools, shops, supermarkets, public transport, health centres, leisure centres, greenspaces and active travel routes are marked. As mentioned above, the marked active travel routes are off-road and some users can be put off by poorly lit paths which tend to be less direct than on-road alternatives.

Figure 2. Map of Milngavie shows key trip generators (schools, shops, etc.) and off-road active travel routes.



The assessment found gaps in the current network in all towns with notable gaps between East Dunbartonshire's locality areas and local amenities (Hillhead and Harestanes, Twechar, Lennoxton and Auchinairn). Improved connections here would help tackle economic and health inequalities. The assessment also found that active travel infrastructure could be improved around schools and town centres to encourage short, everyday trips to be taken by active travel.

What have the people of East Dunbartonshire told us they would like the new Active Travel Strategy to achieve?

[See Reports E, F, G and H for more detail]

As part of summer **2021's Active Travel Discussion** an interactive ideas map let residents submit ideas for, and make comments about, active travel in their area:

- 27% of ideas related to walking.
- 20% of ideas related to on-road cycling infrastructure (for example extending Bears Way to Milngavie).
- 16% of ideas related to traffic-calming measures and vehicle speeds.
- Four times more ideas were received concerning everyday journeys than leisure/exercise.

The results sent a clear message that East Dunbartonshire residents desire a new Active Travel Strategy that has a balanced approach to walking and wheeling (using a wheeled mobility aid, including wheelchairs, mobility scooters, walking frames, prams or buggies), cycling, reduces car dependency in towns and villages and focuses on encouraging active travel for short, everyday trips.

Parents, staff and pupils were asked about travel habits and barriers to active travel in the **schools' survey** (part of the Active Travel Discussion). Responses are set out in **Table 2 below**:

Table 2. Travel habits identified by parents, staff and pupils as part of the Active Travel Discussion

Who?	How do they get to school?	What encourages active travel to school?	What is a barrier against active travel?
Early years parents	Mostly walk (over half of 181 respondents)	Safe routes and crossings	Traffic volumes and parking problems
Early years and school staff	-	Bike/scooter storage, safe crossings and routes	Traffic volumes and parking problems
Primary pupils	Mostly walk (301 of 541 respondents)	Proximity to school, travelling with family, getting help to cross roads	Difficulty crossing roads
Secondary pupils	Over half of 120 respondents walk or cycle	Proximity to school, travelling with friends, nice places to walk, cycle or scoot	-
Parents	Majority walk their child(ren) to school (1,066 of 1,643)	Wide-ranging benefits (health, environmental), safe routes and crossing points	Traffic volumes, parking problems, speed of traffic, lack of safe routes and crossing points

The **East Dunbartonshire Travel Survey** clearly illustrates an opportunity for increasing active travel in the area. Active travel is perceived as an option by more people than the number of people who actually use active travel to get around for their everyday journeys. The survey identifies the most important issues for respondents when choosing how to make any trip, and these issues were the same across all three years of the survey:

- Safety
- Convenience
- Ability to carry things

The **Scottish Household Survey** found that East Dunbartonshire residents, on the whole, either practice sport or walk for pleasure/everyday journeys weekly. Furthermore, 79% of residents agree climate change is an [urgent problem](#). Residents' habits and views indicate preferences for physical exercise, leisure and climate action, this can be achieved if infrastructure enables more everyday journeys to be taken by active travel.

The [Hands Up for Scotland School Travel Survey](#) provides modal share data for school travel in East Dunbartonshire between 2012 and 2024:

- Walking and cycling increased marginally (to 47% and 3% respectively).
- Car / taxi decreased by 3% to 25%.

This data shows an increased desire to travel actively. These trends may be compounded by the current cost of living crisis, leading people to be more conscious of transport choices.

What are the opportunities for active travel based on resident views?

Table 3. Opportunities for active travel based on resident views

Opportunities
Support received in ideas map and surveys for safer streets which encourage active travel, traffic calming and vehicle speed reduction, particularly in residential areas and around schools.
Support received in ideas map and surveys for on-road, segregated cycling infrastructure that provides separation and protection from traffic, enabling people of all ages and abilities to cycle.
Support received in ideas map and surveys for improved walking and wheeling infrastructure. Opportunities arising from more people walking and wheeling short journeys include better air quality, safer streets and improved public health.
Opportunity arising from high-levels of public concern for impacts and urgency of climate change. People mostly understand how individual actions contribute to climate change and, as a result, there is potential for short, everyday journeys switching to active travel.

It is important to recognise the challenges and concerns which were raised in the Active Travel Discussion, such as increased congestion, access for emergency services and reduced parking. Such issues will be considered in the production of the new Active Travel Strategy.

The new Active Travel Strategy and its central mission, to maximise active travel opportunities, does not intend to overhaul all streets in East Dunbartonshire. At the heart of the strategy is the simple aim to provide a safe, pleasant experience for active travel making it the first and natural choice for local everyday trips.

Equalities

Active travel, where it is safe and accessible, can be a liberating way to experience one's local area. For a very low cost, people can access the places they want to and enjoy a wide range of benefits.

This section acknowledges that not everyone can choose active travel as their main way of getting around. However, as outlined in "the case for active travel" section above, modal shift to active travel offers benefits for everyone through improved air quality, reduced financial pressure on health services and the creation of safer, more pleasant towns and villages.

Further engagement with equalities groups will ensure that infrastructure and policies in the Active Travel Strategy consider accessibility for a wide-range of users, including those who use wheeled mobility aids and adapted cycles. Another priority is ensuring everyone, especially children, can access cycling equipment.

Local transport policy must consider those who do not have access to cars and, as a result, should ensure there are opportunities to access everyday places by other modes of transport.

The new Active Travel Strategy acknowledges the reality of East Dunbartonshire's varied, and often rural, geography and the fact that lots of people depend on cars. In recognition of this, the mission focuses on creating the conditions to support active travel where possible, such as for local everyday trips.

What should the new Active Travel Strategy achieve overall?

This SWOT analysis brings together key findings from the evidence reports (Evidence Report referenced in brackets following each point).

Table 4. Strengths, Weaknesses, Opportunities and Threats analysis of key findings from evidence reports

Strengths • Strong base of evidence, research and data clearly illustrates the benefits of active travel for individuals and communities (A) • Strong evidence that new segregated active travel infrastructure across Scotland achieves modal shift (A) • More active travel will reduce emissions and help achieve net zero targets (A) • More active travel infrastructure increases footfall in town centres helping increase local spend and promote sustainable economic growth (A) • Current active travel network in East Dunbartonshire is ideally suited for leisure and visitor journeys (B) • High rates of walking for school trips amongst primary and secondary school pupils (E) • Partner commitment to cross-boundary active travel corridors on significant commuter routes (C)	Weaknesses • Low modal share for cycling; rates in 2024 are higher than 2019 levels but below the high levels recorded in 2020 during lockdowns (A) • Lack of segregated cycling infrastructure – cycling perceived as an unsafe mode due to sharing space with traffic (E) • Current, largely off-road, active travel network inadequate for everyday trips: it is mostly unlit and indirect and on-road footways are often narrow, poorly surfaced and inaccessible for some users (B, E) • Past contention over segregated cycleway development; challenges delivering all actions of past ATS, particularly behaviour change programmes in workplaces and off-road network (D)
Opportunities • Additional areas could be linked to existing active travel routes such as the Forth and Clyde Canal, Strathkelvin Railway Path, Bears Way and planned active travel routes at the A807 and Westerhill Development zone to create a coherent network (C) • National/regional policy, funding and targets providing increasingly strong guidance for local active travel development (A) • Active travel connections between locality areas and town centres can reduce inequality and increase access to local amenities and economic/leisure opportunities (A) • The percentage of East Dunbartonshire residents who regularly cycle is higher than regional and national averages (A) • High bike ownership indicates that, with increased infrastructure, active travel modal share could rise (A) • Support for active travel infrastructure in consultations and surveys (E, F, G, H) • Increasing availability, affordability and share schemes of electric and alternative cycles (for example e-bikes, cargo bikes, hand cycles etc.) makes cycling and wheeling a possibility for more people • Opportunities to integrate active travel infrastructure with green spaces, to improve public health and reduce inequalities by providing linkages to open space and green networks for physical exercise, sport and recreation, linking with the Council's emerging Greenspace Strategy.	Threats • Motor vehicles licenses in Scotland increased from 1.78 million in 1990 to 3.2 million in 2024 while average vehicle size is also significantly larger causing congestion by using limited road space inefficiently (A) • Over the last five decades most national transport policy has centred around maximising access of the individual car, meaning many communities often do not have viable alternatives • East Dunbartonshire has high rates of car ownership (A) • Patterns of development have also often makes using the car the most convenient option, for example, retail and residential development that was designed for car travel as the natural and logical transport mode (E) • Safety, convenience and the ability to carry things are the most important issues when choosing a transport mode (E) • An expanding active travel network will require a new, systematic approach to maintenance just like the current road network (D) • Need to identify various funding streams (D)

The following mission is proposed for the new Active Travel Strategy:

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

While all policies and actions in the new Active Travel Strategy will help achieve this mission, there are various transport planning objectives and priorities for active travel that the new Active Travel Strategy must consider. Table 5 shows these objectives and priorities and sets out targets for the new Active Travel Strategy. Targets align with the Council's Climate Action Plan, where relevant.

Table 5. Objectives and priorities for consideration in the new Active Travel Strategy

	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.	• % 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 the 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. (Dependent on type of infrastructure)
	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.	• Shifting 9% of car journeys to walking and cycling by 2045 (aligning with the Climate Action Plan).

	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).
	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.	- 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 2032.² - At least 40% reduction in cyclist casualties by 2032³. - Improved network audit outcomes based on future audits of on- and off-road active travel networks.

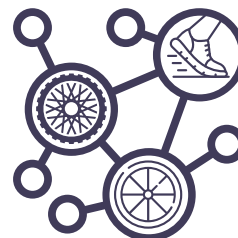
² Compared to 2014-2018 (pre-Covid) baseline (Road Safety Framework to 2030)

³ Compared to 2014-2018 baseline (target exceeds 20% target from Road Safety Framework to 2030)

To deliver on the mission, priorities and targets for the new Active Travel Strategy, policies and actions will be organised into four project themes. These themes reflect national and regional active travel policy, recurring themes arising from consultation with East Dunbartonshire residents and the evidence set out in the Evidence Reports.



A walking and wheeling network



What would this look like?

The Walking and Wheeling Network aims to make active travel safer, more convenient and accessible for all. To achieve these aims, guiding principles have been established for footway and crossing design in East Dunbartonshire:

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

To make everyday trips more viable for active travel, active travel routes will need to link to key community sites, such as town centres, shops, schools and parks. Roadside footways and off-road active travel paths can also contribute to an accessible network for walking and wheeling (using a wheeled mobility aid).

The Network Audit work will inform the extension of key accessibility features including:

- Good quality surfaces.
- Minimum width.
- Safe crossings.
- Dropped kerbs.
- Vehicle speed reduction.
- Lighting.

Why is this necessary?

Infrastructure for walking and wheeling is a proven solution for modal shift and amongst the most commonly submitted comments to the ideas map in the Active Travel Discussion. Walking and wheeling can be done by all regardless of age and ability and regular walking and wheeling has major benefits for health and wellbeing.

Bridging gaps in the walking and wheeling network will help to address the safety concerns highlighted in the Evidence Reports and allow more people to make more everyday trips by walking and wheeling, to create a network that will drive modal shift.



What would this look like?

Safe, cycling infrastructure connecting places people want to go. Corridors will be identified where possible along main routes to ensure safe, direct infrastructure. These corridors would fill gaps in the network, particularly where traffic levels and speeds present a barrier to switching trips to active travel. 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 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. In locations where on-road cycling infrastructure is unfeasible, People-first Streets may be proposed.

Why is this necessary?

Compared to other parts of Scotland and Europe, East Dunbartonshire has low modal share for cycling. Current cycling infrastructure means that a significant proportion of people never cycle even if they want to. 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.

Consultation has recorded support for on-road cycling infrastructure in East Dunbartonshire. Glasgow City Council is undertaking a programme of cycling infrastructure network building which extends to the border with East Dunbartonshire. This is a great opportunity for better active travel connections to west, north and central Glasgow from East Dunbartonshire.

Case Study: Glasgow, Scotland

In February 2022 Glasgow City Council approved an [Active Travel Strategy](#) that makes walking, wheeling and cycling the first and natural choice for everyday journeys. This will be achieved through the creation of a vast network of segregated cycleways.

The Glasgow Active Travel Strategy frames constructing a comprehensive network of segregated cycleways as essential and urgent due to:

- Climate change and environment: shifting the 50% of short journeys under 3km that take place by car to active travel.
- Health and wellbeing.
- Inclusion and equality.
- Wealth and inclusive growth: benefits of active travel for local economies are wide-ranging, including greater consumer spend, job creation and saving travel time.

[Glasgow has reported a boom in active travel](#), with 4.65 million cycling trips recorded between January and August 2025 – a 43% increase compared to the same period in 2024. One business made the move to Glasgow's Victoria Road and reported benefits from the increased footfall and improved access that the South City Way provides.

What about East Dunbartonshire?

East Dunbartonshire can emulate Glasgow City's track record of achieving active travel while maximising the impact of active travel investment through cross-boundary connections to neighbouring cycling networks. This is an opportunity to ensure these cycleways continue into East Dunbartonshire and connect to the places people want to go for their everyday journeys. A network of connectivity corridors that provides infrastructure safe enough to drive modal shift is crucial to maximising health benefits, better well-being and improved air quality for all.



Behaviour change



What would this look like?

Behaviour change programmes include activities and programmes for groups, schools and businesses (such as classes teaching people to ride a bike) and organised activities (for example led walks/rides) to increase people's active travel skills and confidence. Infrastructure for behaviour change helps to create viable alternatives to car travel for local trips (for example places to securely store bikes).

Why is this necessary?

To shift everyday journeys from the car to active travel, people must have the skills, knowledge, equipment and confidence to do so. Behaviour change initiatives, whether one-off events or long-running programmes, teach people new skills and consolidate existing ones. Such programmes are essential to ensure East Dunbartonshire is a welcoming place for active travel as modal share increases.

Case study: Bikeability, Scotland

Just like learning to swim, learning to ride a bike safely and confidently is an essential life skill. Bikeability Scotland run cycle training courses in every Scottish local authority, ensuring that the next generation has the skills and confidence to ride safely.

Programmes like Bikeability are essential for creating a culture where active travel can become the natural choice for making short, everyday trips.

What about East Dunbartonshire?

All primary schools participate in the Bikeability scheme and several schools have been awarded "cycle-friendly" status. The first Active Travel Strategy delivered expansion of this scheme as well as the healthy habits programme, which provides maps and signs of various parts of East Dunbartonshire. In addition, School Travel Guides have been prepared for every school across East Dunbartonshire to promote sustainable and safe journeys to school and in everyday life.



What would this look like?

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 network can include canals, river corridors and disused railway lines. These may link green spaces together. In addition, this Theme 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 is this necessary?

The development of sustainable green active travel networks alongside improved local access to green and open spaces can deliver a number of benefits, including reduced inequalities, reduced emissions through lower car use and improved health and wellbeing by enhancing visitor and recreation experiences for all users. Investment in recreational routes and rural active travel can help increase local community access to biodiversity and nature and help realise nature-based education and tourism opportunities.

The Network Audit, together with responses to the public consultation, identified opportunities to improve routes to and within these areas.

What about East Dunbartonshire?

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, greenspaces and paths within and around settlements all help define East Dunbartonshire as the place it is today. Together they form a valuable and essential nature 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 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 Outcome Improvement Plan.