

Evidence Report C: Network Connectivity Assessment

Contents

Evidence Report C: Network Connectivity Assessment	1
Introduction	2
Policy Context	2
Network Connectivity Assessment Mapping	2
Local Connectivity	3
Bearsden	4
Bishopbriggs.....	5
Kirkintilloch, Lenzie and Twechar	7
Lennoxtown, Milton of Campsie and Clachan of Campsie	9
Milngavie.....	10
Torrance, Balmore and Bardowie	11
Regional connections	12
Strathclyde Partnership for Transport’s Regional Active Travel Network.....	12
Local Cross-Boundary Routes.....	12
Other cross-boundary connections	14
Pavement widths	15
Conclusion.....	15

Introduction

This network connectivity assessment considers map-based evidence to explore the following questions and inform the Active Travel Strategy:

- Where are East Dunbartonshire's key trip generators and how are these connected?
- Which areas of East Dunbartonshire lack connection?

Policy Context

National planning and transport policy emphasise ease of access to important local services to promote sustainable transport and help foster cohesive communities. Scotland's fourth National Planning Framework (NPF4) underlines the importance of local living within a neighbourhood that forms part of a wider network of neighbourhoods in which local services are accessible within a ten-minute walk of people's homes (approximately 800m). NPF4 understands the concept will be interpreted differently in urban, suburban and rural places but the fundamental principle of living locally and using sustainable transport where possible remains constant.

Transport Scotland's second Strategic Transport Projects Review (STPR2) proposes active travel infrastructure to create connected neighbourhoods. This infrastructure will cut carbon emissions, reduce inequalities in access to services, jobs and leisure, create pleasant communities, improve health and support sustainable economic growth. The STPR2 sets out 45 broad recommendations for transport investment over a 20-year period. Of particular relevance to connectivity in East Dunbartonshire are village-town active travel connections (Recommendation 3), connecting towns by active travel (Recommendation 4) and expansion of the long-distance active travel network (Recommendation 5).

While the Scottish Government has removed its target of a 20% reduction of vehicle km by 2030, its Climate Change Plan adopted the Climate Change Committee's recommendation to reduce car demand by around 4% by 2030 and 6% by 2035. This supports the notion that people's places and transport choices should enable everybody to be able to access most of what they need and want locally.

Strathclyde Partnership for Transport (SPT) has proposed a regional active travel network as part of its Regional Transport Strategy 2023-2038 and associated Regional Active Travel Strategy 2024-2038. This network aims to connect all settlements over a certain size (including East Dunbartonshire's major towns) to one another by high-quality active travel routes and contains an Infrastructure Development Plan with prioritised routes to achieve this.

This is supported by extensive evidence that segregated cycle infrastructure in Scotland can increase active travel participation, reduce car use, and deliver significant co-benefits for health, the environment, and the economy.^{1 2 3}

Network Connectivity Assessment Mapping

To understand how the current active travel network connects people to the places they want to go, the network was mapped alongside several key trip generators, listed below:

- Public transport: train stations, bus stops
- Local employment sites – Local Development Plan business sites
- Town and village centres and supermarkets

¹ Cycling Scotland (2025) [Investment in landmark cycle routes delivering record share of journeys by bike in Scotland | Cycling Scotland](#) see also [Cycling surges as new data shows Glasgow's routes driving record growth - Glasgow City Council](#)

² Walk, Wheel, Cycle Trust: Scotland Walking and Cycling Index

³ UK Government: Cycling Diversion Factors cited in Scottish Government (2026) [Scotland's Climate Change Plan: Annex 2 - Sectoral Annexes](#)

- Green space
- Primary and Secondary Schools
- Health services (GPs)
- Leisure centres

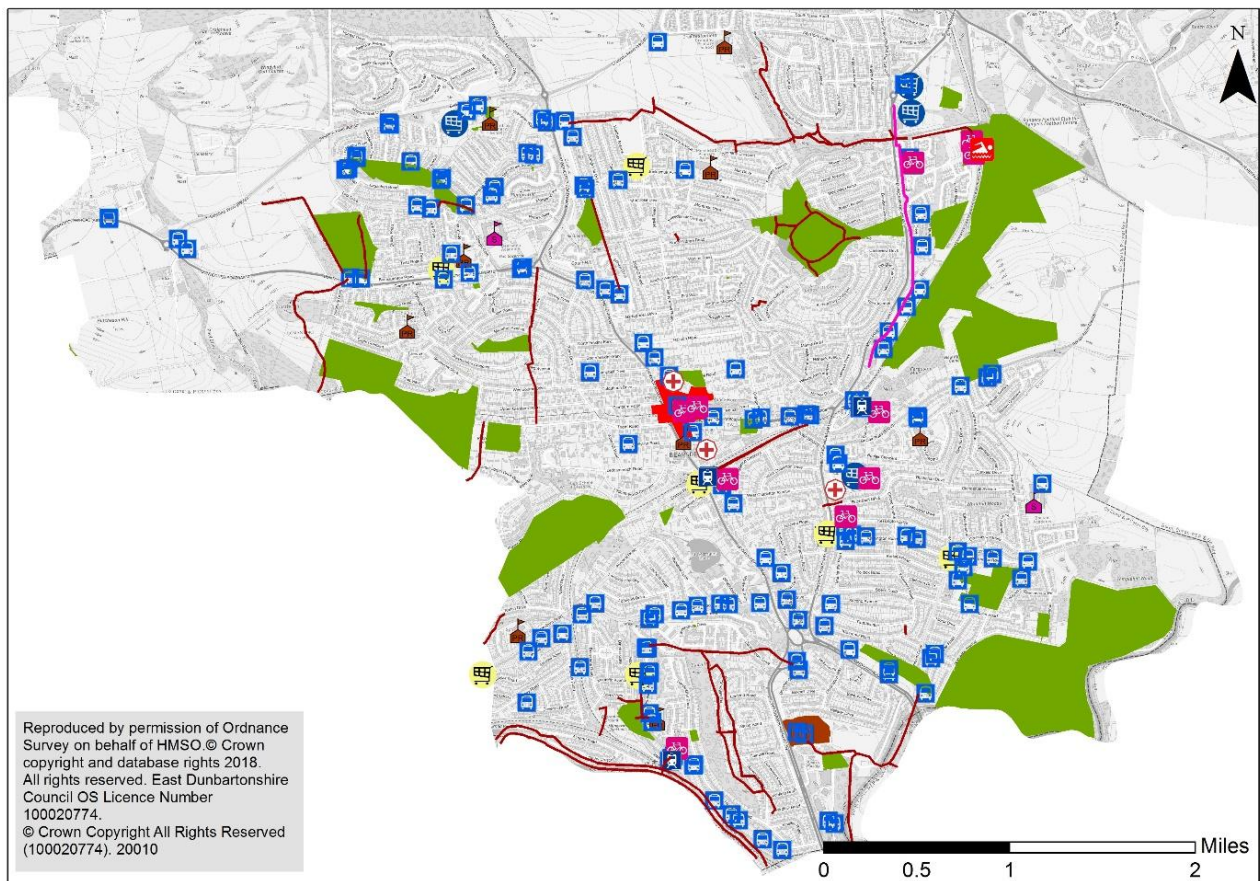
Local Connectivity

The following maps are divided into areas of East Dunbartonshire and show off-road active travel routes, cycle routes (Bears Way and Wester Way) and key trip generators (as outlined above). These maps aim to illustrate where active travel infrastructure could best serve communities by connecting the places people want and need to go.

The following legend applies to all the maps in this Local Connectivity section.

Legend	
	Off-road Route
	Cycling Route
	Train Station
	Bicycle Parking
	Leisure Centre
	GP Surgery
	Bus Stop
	Local Shop
	Supermarket
	Primary School
	Secondary School
	Town Centre
	Local Employment Opportunity
	Greenspaces

Bearsden



This map shows active travel routes, public transport and key trip generators in Bearsden. The map shows the value of extending Bears Way north to Milngavie town centre and south to Hillfoot station/amenities with a view to a further extension towards more trip generators (shops, health centre, green space) along the route as it approaches the boundary with Glasgow City Council. A generalisation that can be made from the map of Bearsden is that schools are poorly connected and active travel routes are required to make pupils and parents feel that active travel is a safe and convenient option for school travel. The active travel route connecting Bearsden town centre (Jubilee Path) was resurfaced in 2025. The town centre otherwise lacks active travel connection in all directions and there have been marches and petitions in Bearsden for improvements to safety measures.

As well as the Bears Way, there are other opportunities to connect the Bearsden area to Milngavie to the north. Off-road paths could be connected to link Bearsden and Milngavie via St Germain's Loch and enhance the green active travel network.

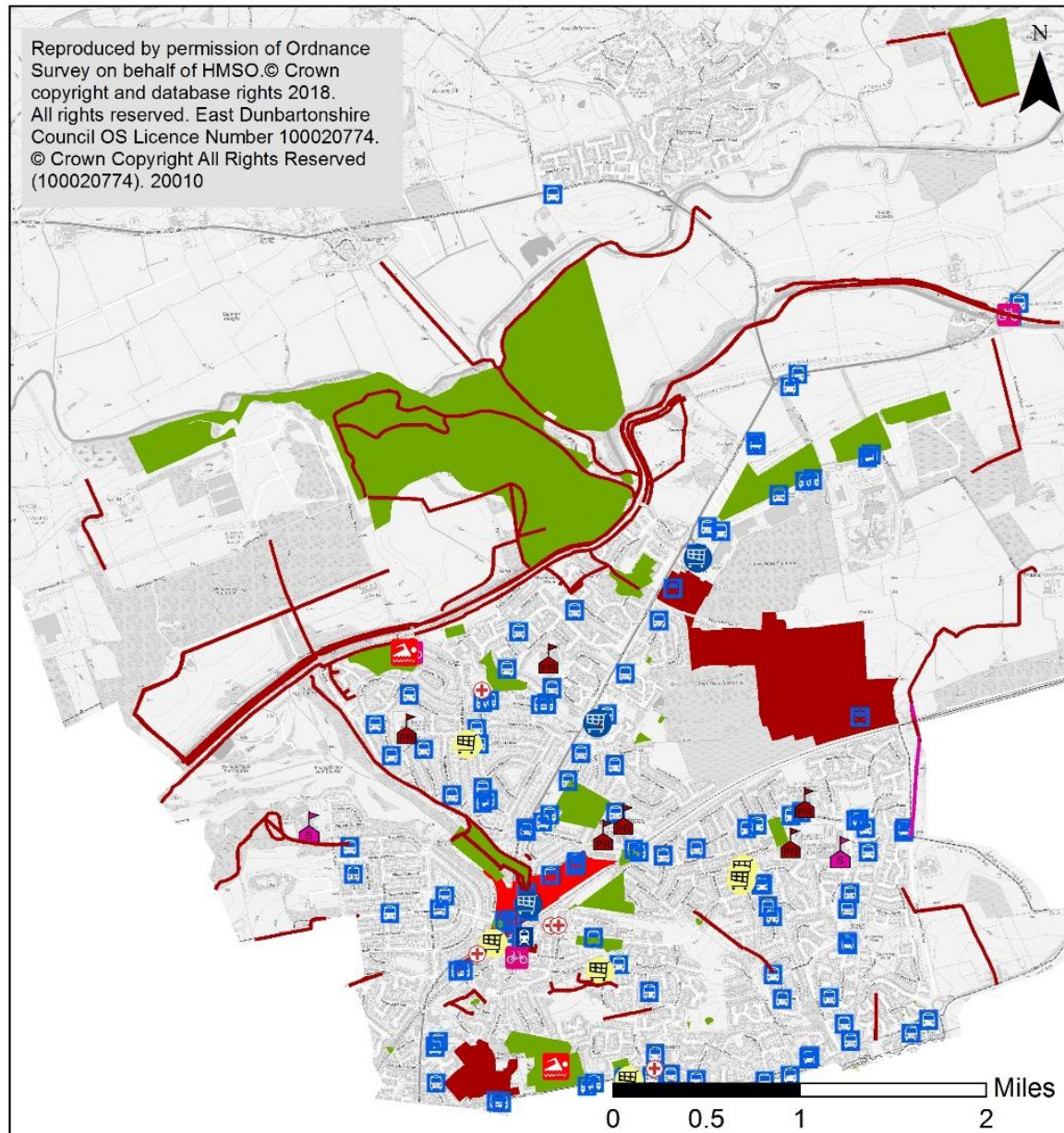
Regional connections and cross-boundary routes proposed by SPT and Glasgow City Council (discussed later in this Evidence Report) would provide opportunities to connect the Bears Way to a wider active travel network. This would maximise the impact of any new active travel infrastructure due to the number of commuters travelling from East Dunbartonshire to Glasgow (25% of travel to work trips⁴)

Although Bearsden's area is large, there is an even spread of amenities (schools, shops and public transport) across the area. Active travel infrastructure should focus on connecting these amenities to promote modal shift of everyday trips to active, sustainable transport.

⁴ [Scotland's Census 2022 - Origin-Destination tables - Council Area | Scotland's Census](#)

Some greenspaces are better served by the active travel network than others. Colquhoun Park has particularly poor connections and is located close to where Glasgow City Council is proposing high-quality cycling infrastructure. This presents an opportunity to link Bearsden town centre to green space and a nearby school.

Bishopbriggs



This map shows active travel routes, public transport and key trip generators in Bishopbriggs. The map shows a network of off-road paths for recreational active travel outside the limits of Bishopbriggs' built environment. Residential areas in all directions from Bishopbriggs town centre are poorly served by active travel infrastructure. Notably, Bishopbriggs' schools are poorly connected to the existing active travel network. The large, forthcoming developments at Westerhill (a large site to the northeast of the town centre) will require active travel connections to Bishopbriggs town centre and station. Auchinairn (southern and eastern boundary of the map) is one of East Dunbartonshire's four locality areas identified as experiencing inequality and deprivation and its active travel connections to surrounding amenities require improvement as well as its footways (see Evidence Report B). Current

connections between the Bishopbriggs area and Glasgow are off-road, unlit and indirect. While Bishopbriggs is well-served by rail and bus, Auchinairn has less reliable connections to Glasgow and active travel provisions would provide economic, social and health benefits.

As noted earlier, regional connections and cross-boundary routes proposed by SPT and Glasgow City Council (discussed later in this Evidence Report) would provide opportunities to maximise the impact of any new active travel infrastructure due to the number of commuters travelling from East Dunbartonshire to Glasgow (25% of travel to work trips⁵).

From the above map of existing routes, a loop route incorporating existing and planned infrastructure (Canal towpath, Wester Way cycle route and the planned active travel network at the Westerhill Development (see adjacent figure)) could be established to form an active travel network connecting residential areas to Bishopbriggs town centre.

H.5 Active Travel Routes

H.5.1 Priority Projects

- ATR 1 Westerhill North-South Active Travel Route
- ATR2 Westerhill East-West Active Travel Route
- ATR 2A A803-WDR Active Travel Route

H.5.2 Future Networks

- ATR 3 Westerhill Road Active Travel Route
- ATR4 Railway Bridge Active Travel Route
- ATR 5 Bishopbriggs-Lenzie Active Travel Route
- ATR 6 Cadder Yard Active Travel Route
- ATR 7 Crosshill Road East Active Travel Route
- ATR 8 Crosshill Road West-Canal Active Travel Route
- ATR 9 A803-Crosshill Road Active Travel Route
- ATR 10 A803 North Active Travel Route



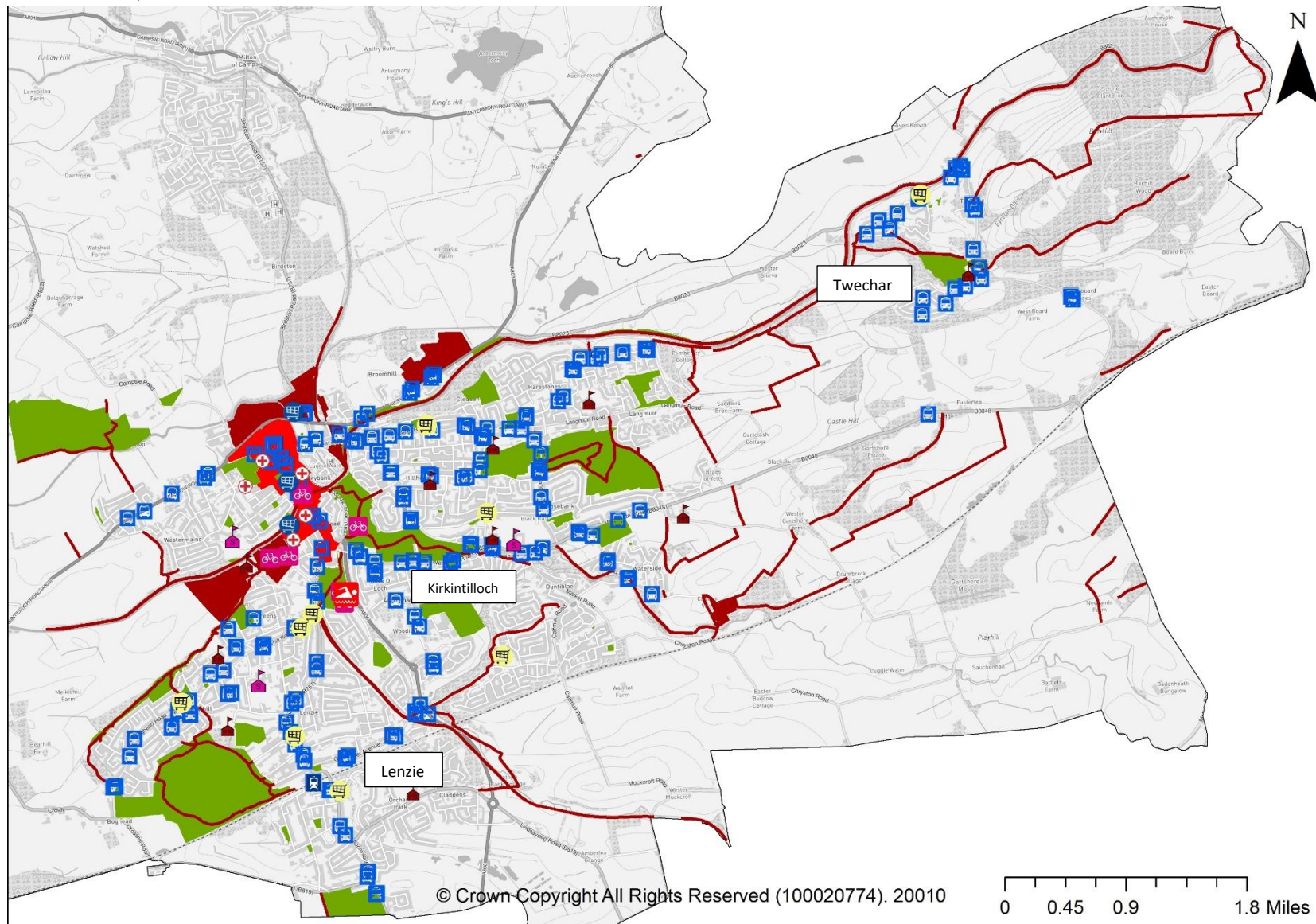
Westerhill Regeneration Area – Active Travel Routes

This loop could link Auchinairn and the Westerhill Development to St. Helen's Primary, Thomas Muir Primary and Bishopbriggs Academy in the east to the town centre and train station. This loop could also connect residential areas to the north of Bishopbriggs to the Leisuredrome, the Canal and town centre amenities. A loop route is suitable for Bishopbriggs due to the position of Bishopbriggs town centre in relation to Auchinairn and other surrounding residential areas, planned developments in Westerhill and within Bishopbriggs town centre, and existing active travel infrastructure along the Canal.

Residential areas west of Bishopbriggs are near town centre amenities and active travel neighbourhood interventions such as high-quality footways and traffic calming in that area would promote active travel as the logical choice for everyday journeys to the town centre.

⁵ [Scotland's Census 2022 - Origin-Destination tables - Council Area | Scotland's Census](#)

Kirkintilloch, Lenzie and Twechar

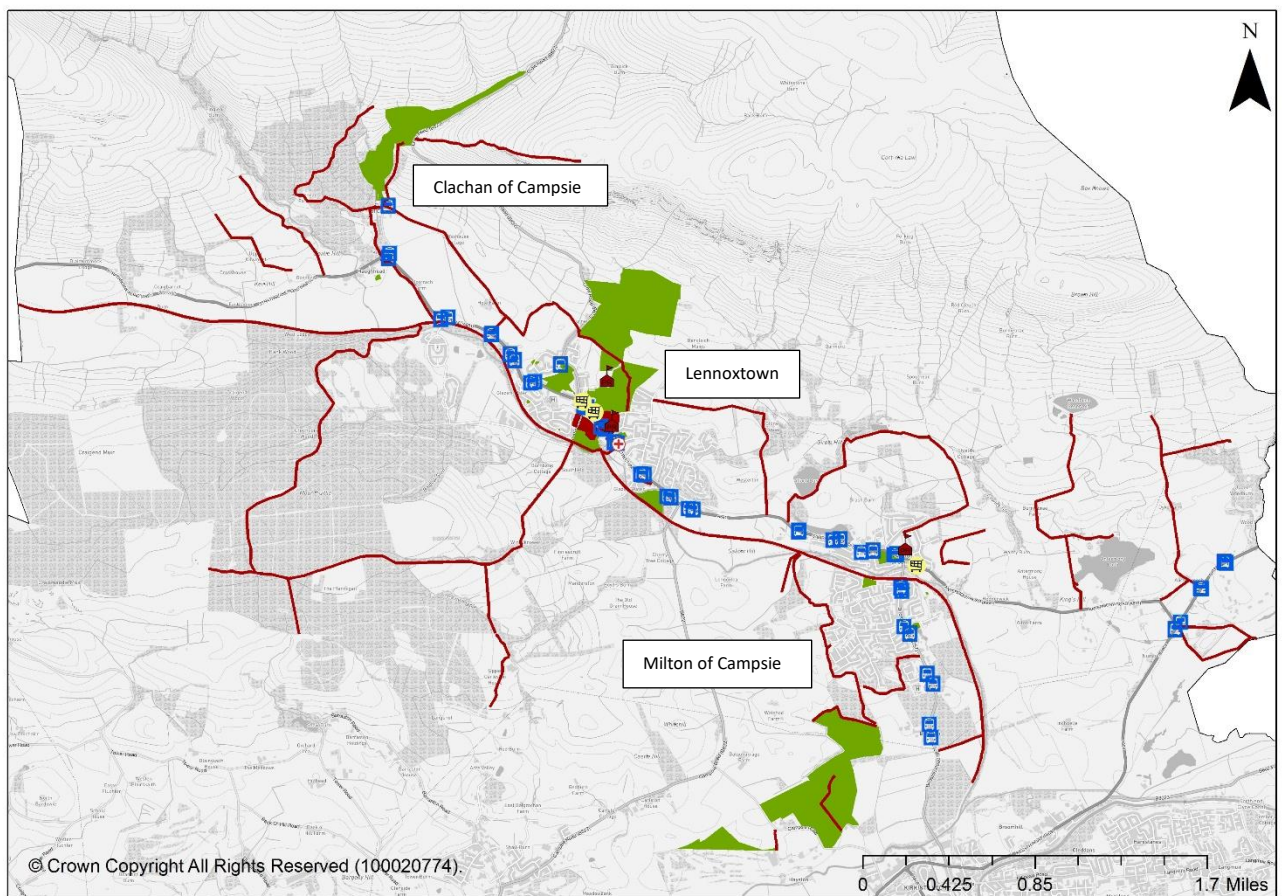


The map (previous page) shows active travel routes, public transport and key trip generators in Kirkintilloch, Lenzie and Twechar. The Canal and Strathkelvin Railway Path provide good east-west and north-south routes for active travel, however, a lack of lighting and, in some places, poor surfaces and a lack of width, means the paths are not perceived as options during hours of darkness and some users are excluded. Without these paths, there are no significant active travel routes connecting residential areas to town centres and public transport in the area. The schools in the area could be better connected to an active travel network. The three schools in Hillhead and Harestanes lack active travel links. Hillhead, a locality area, requires better connections to central Kirkintilloch.

Lenzie rail station and its surrounding amenities are missing potentially beneficial connections to surrounding residential areas and Kirkintilloch. A route connecting Lenzie station and Kirkintilloch would be particularly useful to enable easier journeys between Kirkintilloch town centre, Bishopbriggs, Glasgow and Edinburgh by train.

Apart from the Canal path, which is unlit and not well-used in hours of darkness, there is no active travel connection between residential areas to the west of Kirkintilloch and the town centre.

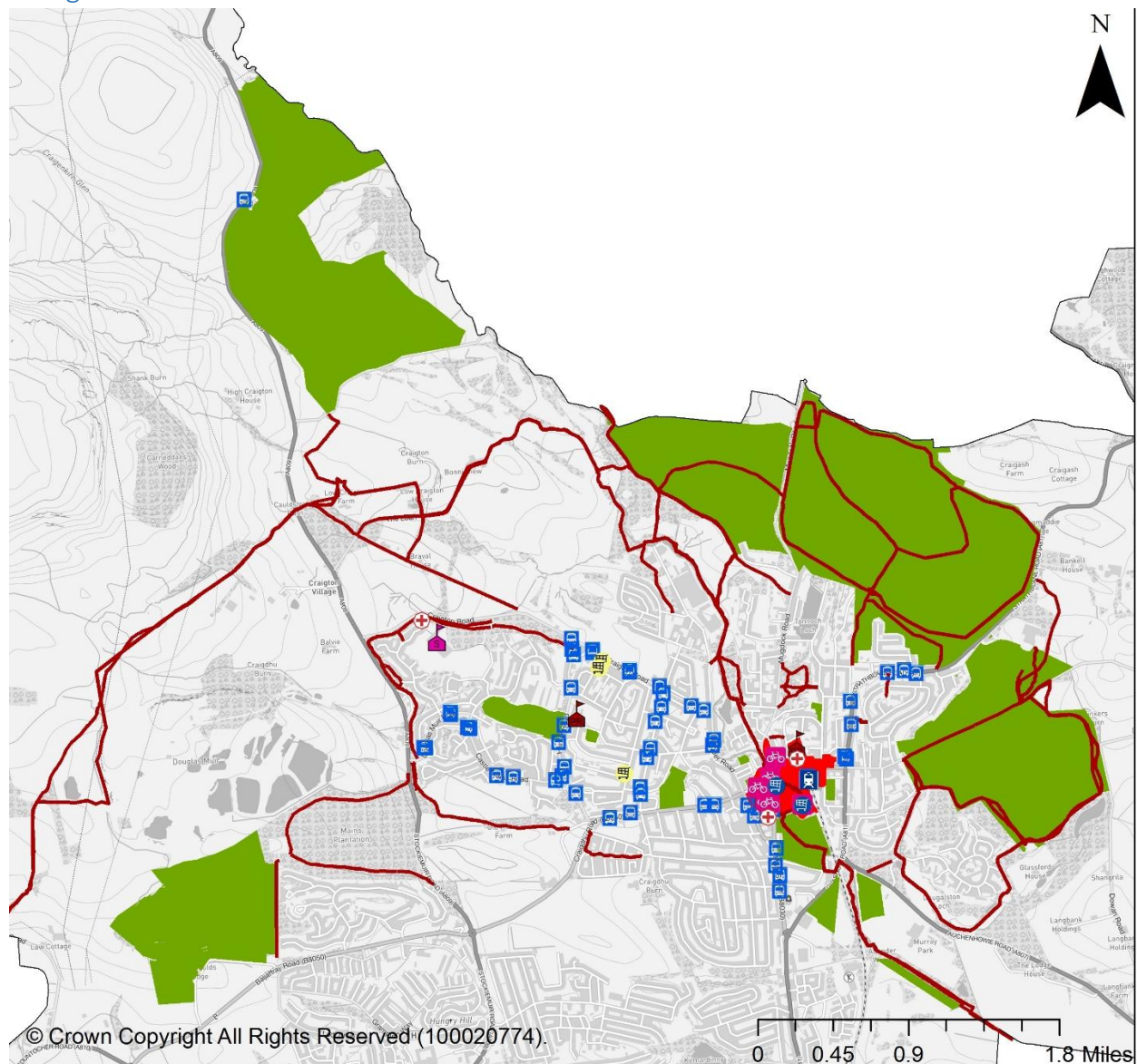
Lennoxtown, Milton of Campsie and Clachan of Campsie



This map shows active travel routes, public transport and key trip generators in Lennoxtown and its surrounds. Lennoxtown has a good quality active travel route (Strathkelvin Railway Path), which runs east-west, south of the town centre and connects to the centre. Improvements are being made to the town centre to improve safety and the aesthetic appeal of the street.⁶ However, the Strathkelvin Railway Path is rural and unlit meaning it is not well used during hours of darkness. Lennoxtown Primary School (to the north of the town centre) is close to town centre amenities and has good access to greenspace but lacks active travel connections. Lennoxtown is a locality area and active travel connections between residential areas and town centre shops, transport and the Hub are necessary to tackle inequality. Active travel routes in Milton of Campsie fail to connect residential areas with the village's amenities: education, shops and public transport. The area-wide issue of an active travel network geared towards trips for leisure is more noticeable in this rural part of East Dunbartonshire: an active travel network which connects everyday places of interest such as schools, shops and public transport is necessary.

⁶ [Work begins on upgrade of Lennoxtown Main Street - East Dunbartonshire Council](#)

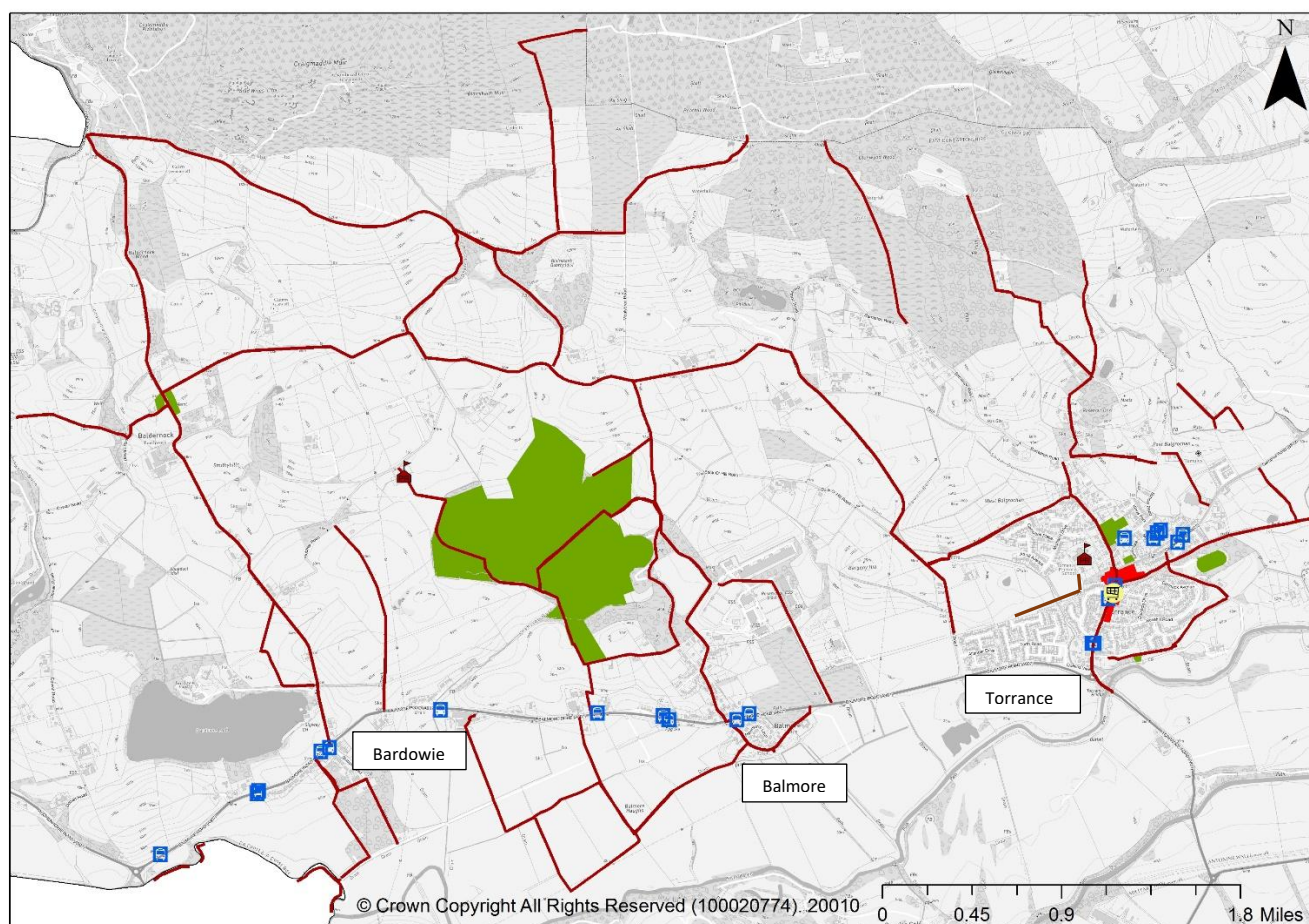
Milngavie



This map shows active travel routes, public transport and key trip generators in Milngavie. Milngavie town centre appears to have reasonable north-south active travel connections although the West Highland Way to the north and the Allander Walkway to the south are off-road, unlit and therefore not conducive to promoting active travel during hours of darkness. Shops and schools to the west of the town centre lack connection to surrounding residential areas and the town centre. There is a lack of routes south of the town centre and a gap in the network between the town centre and the start of the Bears Way cycleway which begins below the southern boundary of this map. This connection is a priority in SPT's Active Travel Strategy while connections from Milngavie to Drymen and Torrance are also cited. There is an opportunity to work with partners to explore creating an active travel link suitable for wheeling between the Strathkelvin Railway Path and Milngavie.

Milngavie is a destination for visitors due to the West Highland Way, the reservoirs and Mugdock Country Park. These trip generators and green spaces could be better connected to the town centre and public transport.

Torrance, Balmore and Bardowie



The above map shows active travel routes, public transport and key trip generators in Torrance, Balmore and Bardowie. Parts of this area are rural and remote and many of these paths are inaccessible for cycling and wheeling. The off-road active travel routes in this area largely run north-south and fail to provide an alternative to the A807, a fast, narrow road connecting Torrance, Balmore and Bardowie to other areas of East Dunbartonshire. In 2022, consultants were commissioned to undertake a feasibility study assessing two potential routes to improve active travel connections between Torrance and Milngavie: one along the A807 corridor and one away from the A807 carriageway, along the northern bank of the River Kelvin before meeting the Allander Walkway. Due to constraints in relation to private landownership, the River Kelvin option was deemed to be unfeasible. In April 2025 upgrades were completed on Auchenhowie Road between the Allander Toll Roundabout and the Rangers FC Training Centre. This included widening of the existing footway, replacement of the existing kerbing along the front of the footway, implementing junction improvements at Dowan Road and the installation of street lighting. Detailed designs are being produced for the other sections of the route to provide linkage west to Milngavie rail station, and east from Allander Toll Roundabout to Torrance Roundabout. These designs will deliver a pipeline of construction phases for which the Council will aim to secure external funding to deliver in future years.

The off-road active travel network in Torrance (to the west of the map) provides a strong foundation for a walking network. Torrance Primary School, town centre shops and public transport are served by the current network although the network audit (Evidence Report B) flagged some issues which constrain the network's accessibility. Rather than prioritising access to remote bus stops through new active travel routes, it would be more beneficial to improve the quality of pedestrian environments

around these bus stops, as well as the amenities at the bus stops, to make bus a more attractive mode for the user. This approach is considered appropriate in this location as routes mostly already exist, new routes would serve few people and several submissions to the Ideas Map (Evidence Report G) related to environments around bus stops in this area, including nearby crossings. Notwithstanding, the network audit should inform the maintenance of the extensive off-road network in this area, which is important for residents and visitors and contributes to improved health and wellbeing.

Regional connections

Strathclyde Partnership for Transport's Regional Active Travel Network

The Strathclyde Partnership for Transport (SPT) Regional Active Travel Strategy 2024-2038, aims to create a connected, cross-boundary active travel network in the west of Scotland, promoting walking, wheeling and cycling to reduce carbon emissions and car kilometres. The Strategy is supported by an Infrastructure Delivery Plan to facilitate implementation of proposed active travel infrastructure and guide associated investment across the region.

Of particular relevance to East Dunbartonshire, the Delivery Plan includes primary strategic routes connecting Bearsden and Bishopbriggs with Glasgow, Bearsden with Duntocher/Hardgate (West Dunbartonshire), and Milngavie with Drymen (Stirling). Also included are primary links from Stepps to Bishopbriggs and from Moodiesburn to Kirkintilloch: these links fall outwith the East Dunbartonshire area but provide important cross-boundary active travel opportunities.

The Delivery Plan also includes secondary routes connecting Kirkintilloch with Bishopbriggs, Milngavie with Bearsden, Milngavie with Torrance and Kirkintilloch, and Kirkintilloch with Lenzie. In addition, cross-boundary secondary links are proposed from Lenzie to Stepps (North Lanarkshire), Bearsden to Drumchapel (Glasgow) and Lennoxton to Drymen (Stirling).

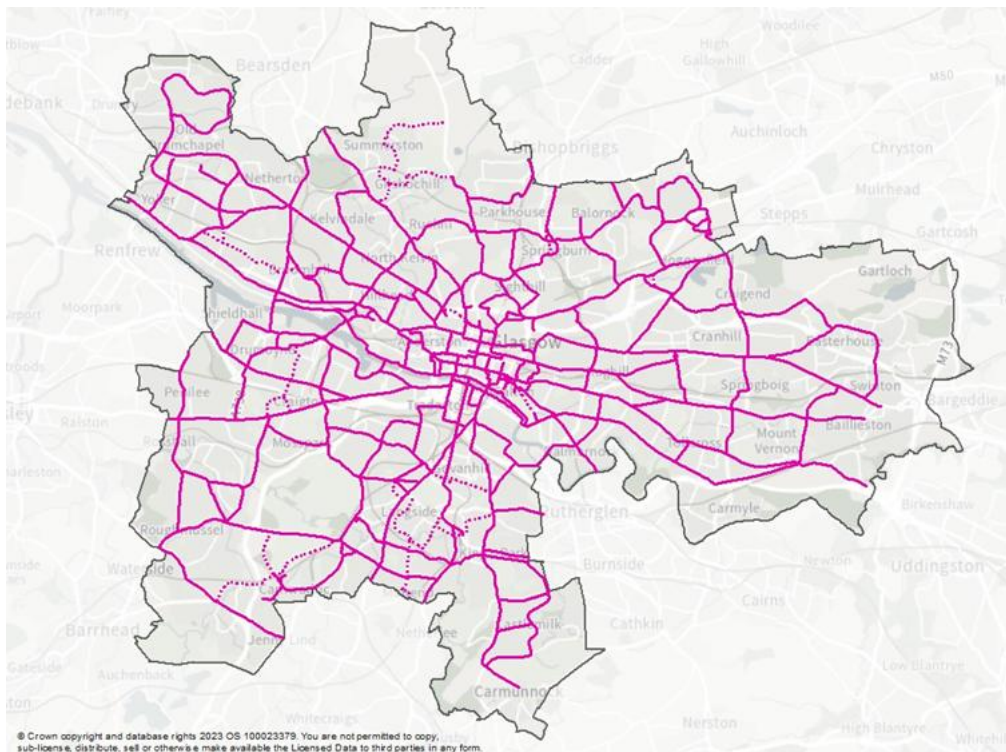
Delivery of the above routes would provide connections between East Dunbartonshire and Glasgow, linking to Glasgow City Council's strategic long-term vision for segregated active travel infrastructure. In addition, routes connecting Milngavie/Bearsden to Torrance/Bishopbriggs would be useful both to complete an East Dunbartonshire loop route (ATS 2015-2020) and to contribute to SPT's regional network.

Implementation of the Delivery Plan will be dependent on local priorities, community support and availability of funding.

Local Cross-Boundary Routes

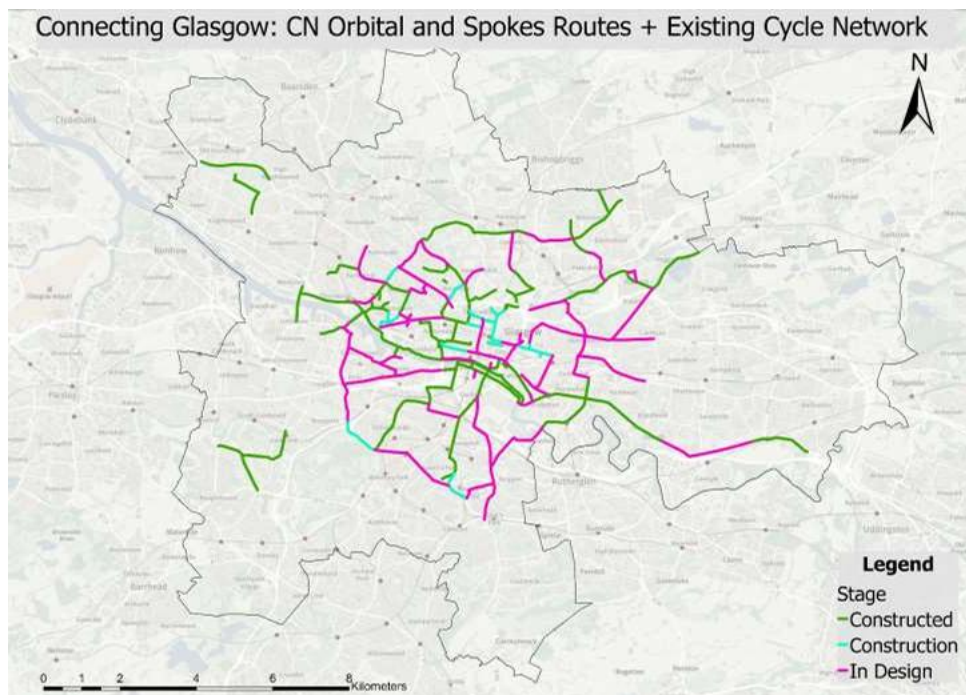
Glasgow City Council's Active Travel Strategy sets out the long-term vision of a City Network to provide a high-quality cycling network across Glasgow that provides safe, direct and comfortable journeys. It will be delivered alongside other sustainable transport projects, including interventions to significantly improve the pedestrian environment across Glasgow, in addition to public transport improvements. The proposed City Network comprises of approximately 270km of routes on a wide variety of street contexts and has been developed to enable modal shift through providing high quality active travel infrastructure.

The indicative City Network is shown on the map below, from Glasgow's Active Travel Strategy.



Indicative proposals suggest that segregated cycleways are to meet the border with East Dunbartonshire in several locations in Bearsden and Bishopbriggs. Ensuring that active travel networks continue across Council borders and connect the places people want to go is critical for the success of promoting active travel.

Whilst the above map sets out the overall long-term strategic vision for Glasgow's active travel network, a shorter-term delivery plan titled 'Connecting Glasgow' (developed in 2026) sets out priority routes proposed for delivery in the period to 2032. This includes proposals for 23km of inner orbital routes (including, for example, the South City Way) enabling a connected city core, together with 31km of priority spokes extending reach to key centres and communities. This revised approach maintains the original vision of the City Network and Glasgow City Council remains committed to delivering approximately 270km of segregated cycle routes alongside Liveable Neighbourhood projects across the city in the longer-term. A summary of the Connecting Glasgow routes proposed for delivery in the period to 2032 is shown below.



(Source: Glasgow City Council, May 2026)

Of particular relevance to East Dunbartonshire, is the proposed spoke route section on Maryhill Road (Bisland to Garscube).

Other cross-boundary connections

It is important to consider East Dunbartonshire's other boundaries and the role of active travel in facilitating cross-boundary trips. Due to the rural nature of all of East Dunbartonshire's boundaries (except its southern boundaries with Glasgow City Council), most cross-boundary active travel trips will be for leisure.

The Forth and Clyde Canal Towpath (forming part of the John Muir Way), the Strathkelvin Railway Path, and the West Highland Way form significant spines through East Dunbartonshire and across Scotland that attract visitors and support the local economy – such as estimated 45,000 people who complete the West Highland Way each year.⁷ The cross-boundary nature of the routes, linking with Glasgow, Loch Lomond and The Trossachs National Park, and North Lanarkshire, mean they have the potential to increase recreational active travel trips, connecting people to nature and bringing tourism to the area.

The Allander Way, Strathkelvin Railway Path and Clyde Coastal Path also provide important access corridors to areas outside East Dunbartonshire: The Allander Way links into Glasgow's west end via the River Kelvin Walkway (albeit some sections are narrow and not attractive for everyday for cycling), the Strathkelvin Railway Path leads to Strathblane in Stirling, and the Clyde Coastal Path connects to West Dunbartonshire. There is huge potential to build on these links to connect to additional areas.

Ensuring these strategic access corridors are easily accessible from settlement areas and are well maintained is a key element of successfully delivering a sustainable active travel network.

Mugdock Park is owned and managed by both East Dunbartonshire Council and Stirling Council. A popular place amongst tourists and visitors, the ATS2 must consider how to better connect Mugdock

⁷ [Our supporters - West Highland Way](#)

Park to an active travel network. Currently, off-road paths offer an indirect route whilst on-road footways are narrow, inaccessible and close to fast-moving traffic. The Mugdock Country Park Strategy 2022-2027 includes actions and projects to improve Mugdock Park's connectivity:

- Standardised signage clarifying pedestrian routes to the park.
- Strong links to Milngavie town centre; e-bike connection from Milngavie rail station; clear connection from the West Highland Way; explore opportunity for seasonal low emission bus connections to limit car parking pressures.
- Improve connection to wider green network and town centre (West Highland Way, Allander Water and Reservoirs)

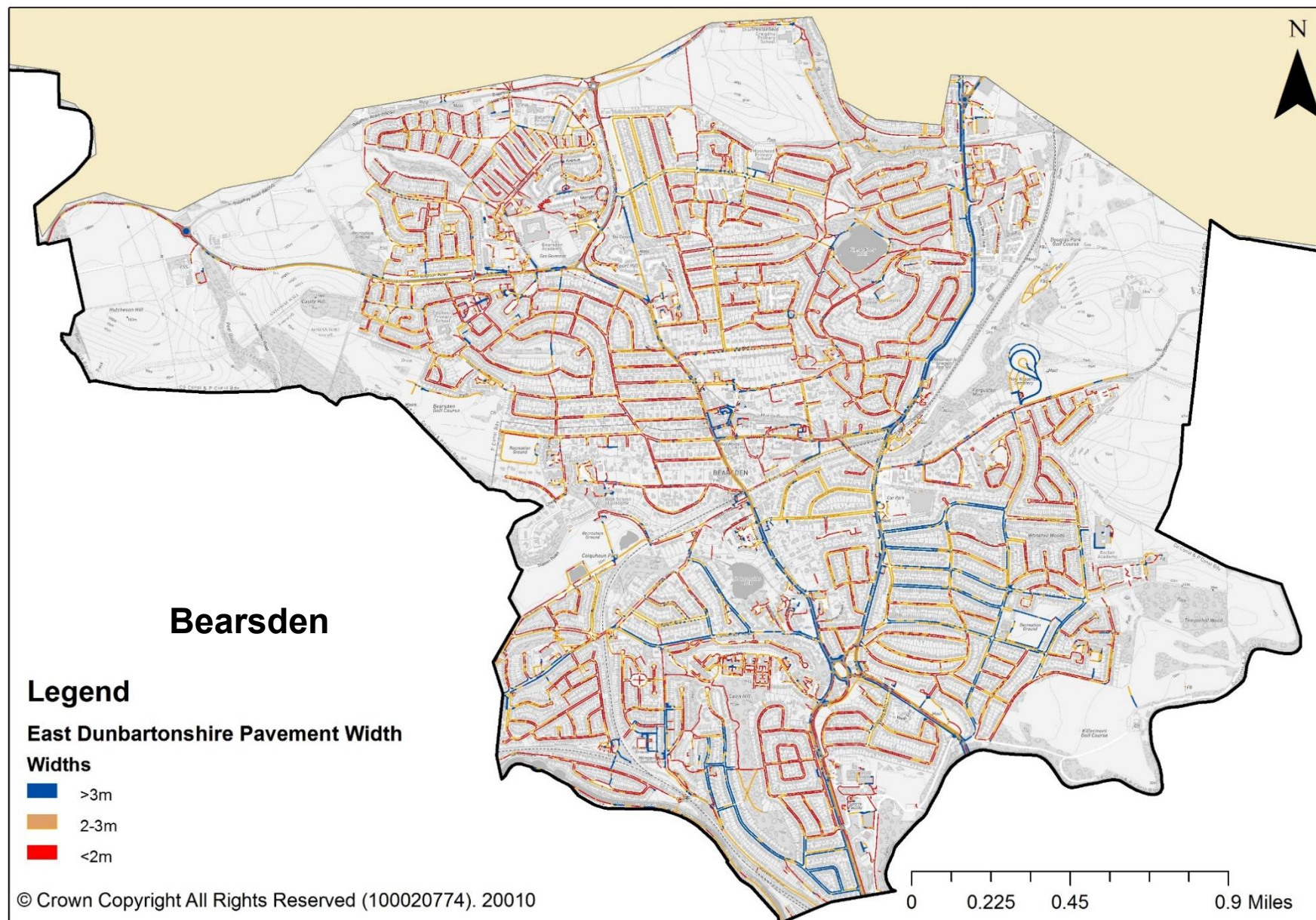
Pavement widths

The widths of current footways in East Dunbartonshire have been mapped in a way that can identify areas that lack the required levels of accessibility to provide an environment where everyone can use active travel as a mode for everyday trips. On top of this, wider pavements increase perceptions of safety for walking and wheeling, and safety is one of the three primary barriers to modal shift towards active travel in East Dunbartonshire. The maps for areas of East Dunbartonshire can be found at the end of this report.

[The Walk Wheel Cycle Trust](#) advocates for a minimum pavement width of 2 metres to ensure accessibility. However, in order to create safe, pleasant environments for walking and wheeling, wider pavements are preferable. Therefore, pavements widths of 3 metres are desirable and pavements with less than a 2-metre width, particularly where they form an important part of the footway network connecting people to everyday places, require consideration in the upcoming ATS2.

Conclusion

The network connectivity assessment has shown that East Dunbartonshire has an active travel network that is adequate for leisure trips, access to greenspace and access to some key trip generators. That said, the off-road and unlit nature of most paths mean those paths are largely unused in hours of darkness. The regional connectivity section demonstrates the commitment the Council has made to a regional network through its regional involvement in SPT and the Glasgow and Clyde Valley Green Network Partnership, and that Glasgow City Council is working on a network that will meet the East Dunbartonshire Council boundary. With shifts in national policy and funding towards active travel, the upcoming ATS2 represents an opportunity to connect people to the everyday places they want to go through active travel infrastructure, allowing them to safely and confidently make healthy, sustainable transport choices.





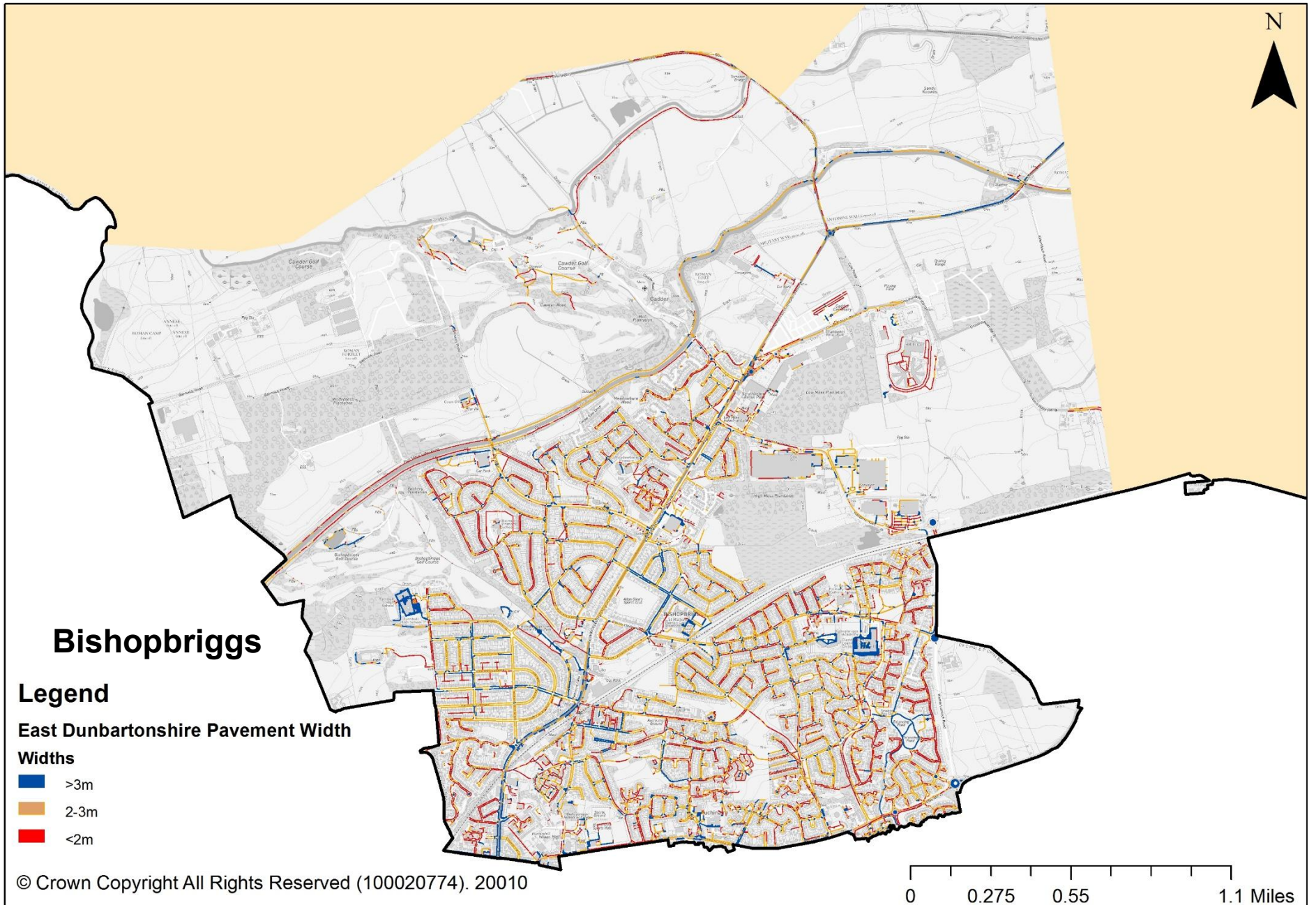
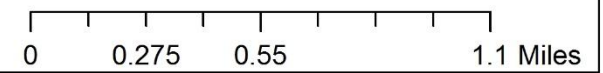
Bishopbriggs

Legend

East Dunbartonshire Pavement Width
Widths

-  >3m
-  2-3m
-  <2m

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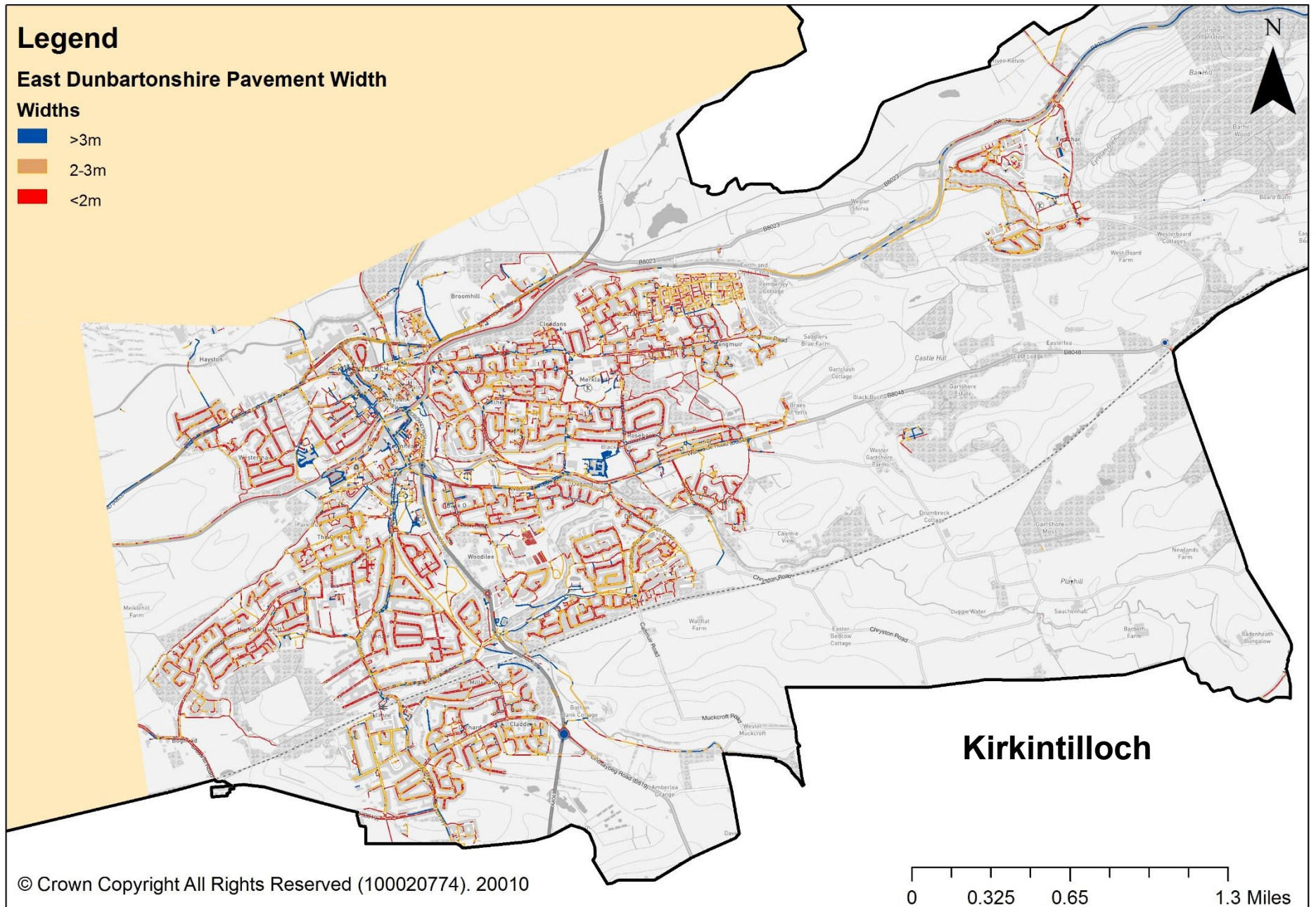


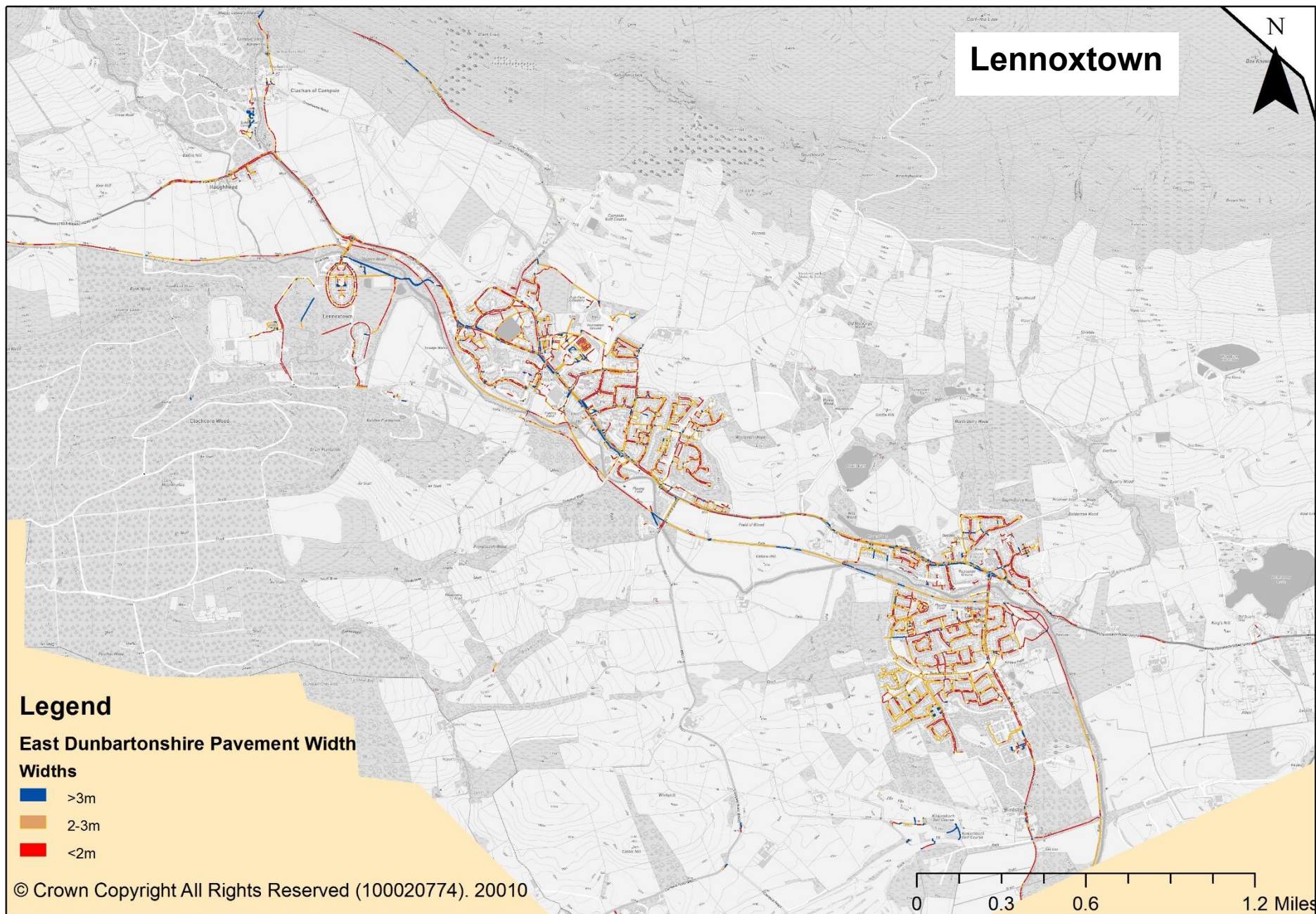
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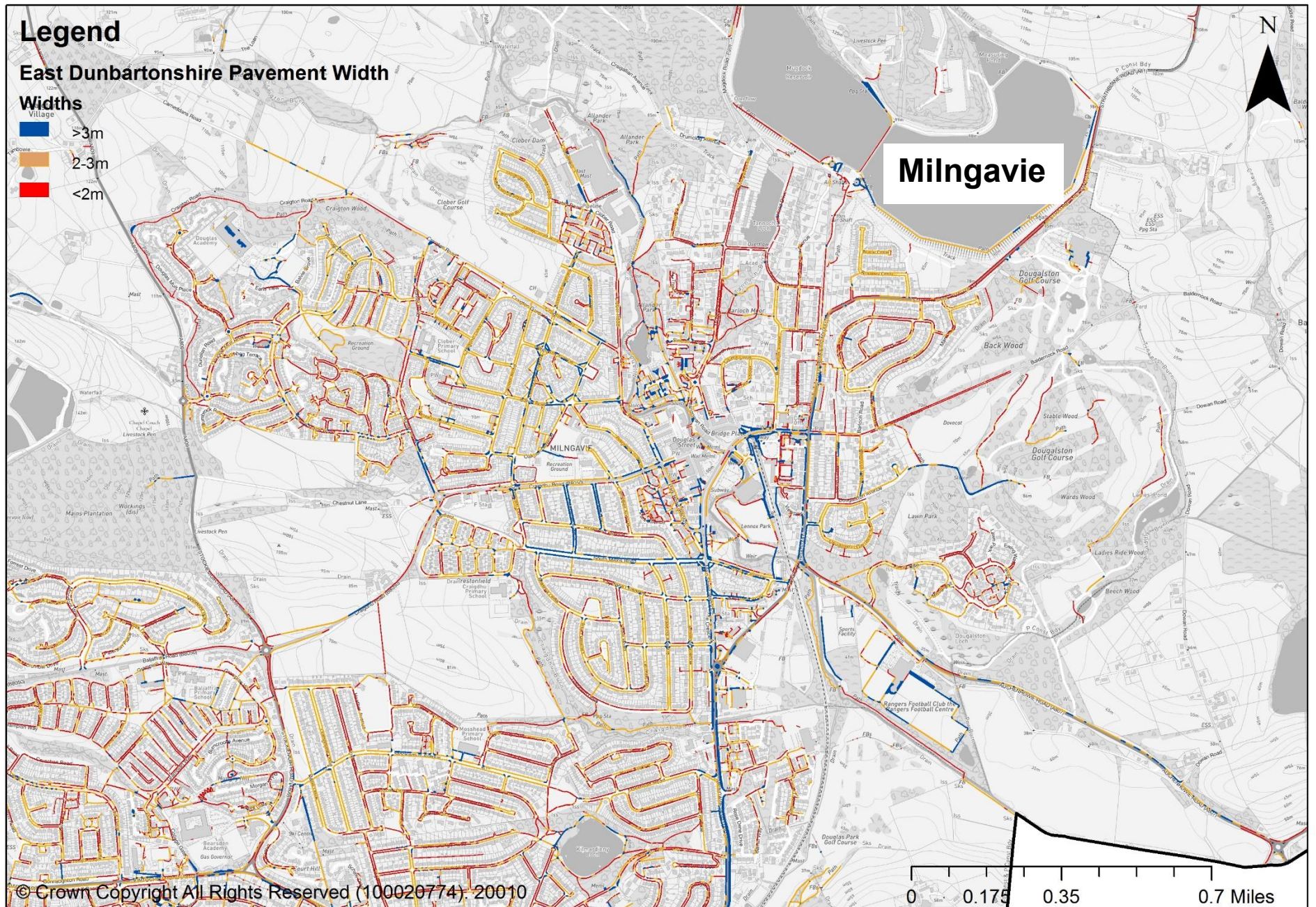
East Dunbartonshire Pavement Width

Widths

- >3m
- 2-3m
- <2m







Legend

East Dunbartonshire Pavement Width

Widths

- >3m
- 2-3m
- <2m

Torrance

