

### SEA Scoping Report: PART 1

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Or

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### SEA Scoping Report: PART 2

An SEA Scoping  
Report is attached  
for:

Active Travel Strategy 2015

The Responsible  
Authority is:

East Dunbartonshire Council

Please tick (✓) either Part 3 or 4 which relates directly to the specific PPS

### SEA Scoping Report: PART 3

Information on the scope of the environmental  
report is required by the Environmental Assessment  
(Scotland) Act 2005



### SEA Scoping Report: PART 4

The PPS does not require an SEA under the Act. However,  
we wish to carry out an SEA on a voluntary basis. We  
accept that, because this SEA is voluntary, the statutory 28  
day timescale for views from the Consultation Authorities  
cannot be guaranteed.

## SEA Scoping Report: PART 5

### Contact Details

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<b>Date</b>	12 <sup>th</sup> June 2015

STRATEGIC  
ENVIRONMENTAL  
ASSESSMENT:  
**SCOPING  
REPORT**

**Active Travel Strategy 2015**



sustainable thriving achieving

**East Dunbartonshire Council**

[www.eastdunbarton.gov.uk](http://www.eastdunbarton.gov.uk)

## Introduction

Within the Local Transport Strategy (LTS), East Dunbartonshire Council reports below average levels of active travel participation throughout the region. Whilst promotion of sustainable travel and active travel routes is included within the objectives, actions and interventions of the LTS, there is no set target for increasing participation within the life of the Strategy. The Council intend to produce a 5 year Active Travel Strategy and Action Plan which will promote, enhance, encourage and outline changes in active travel participation rates in partnership with a wide range of stakeholders.

### Section 1: Key Facts

This section provides some key facts about the Active Travel Strategy including a brief summary of the Strategy and the draft objectives.

### Section 2: Strategic Action Context

This section provides an overview of the Active Travel Strategy and the main issues it is likely to address. In addition, this section provides the draft environmental baseline data collected to be used to assess the Strategy.

### Section 3: Scope & Level of Detail Proposed for Environmental Assessment

This section outlines how the SEA process incorporates the identification of reasonable alternatives; assessment methodology, scoping in and out of issues, SEA objectives and the mitigation and monitoring of information.

### Section 4: Next Steps

This section sets out the concluding stages proposed for the Environmental Report.

### Appendix 1: Influence of key legislation & PPS

This appendix lists key legislation, plans, programmes, policies and strategies that influence or are influenced by the Active Travel Strategy.

### Appendix 2: Draft assessment matrix

This appendix shows a draft assessment matrix for the assessments of the vision, objectives and options, and their reasonable alternatives, in the Environmental Report.

Section 1: Key Facts	
Responsible Authority	East Dunbartonshire Council
Title of PPS	Active Travel Strategy 2015
Purpose of PPS	<p>The purpose of the Active Travel Strategy is to:</p> <ul style="list-style-type: none"> <li>➤ Produce a Strategy for increasing participation in Active Travel in East Dunbartonshire spanning 5 years which will complement and deliver on transport objectives and interventions within the current Local Transport Strategy and feed into LTS2.</li> <li>➤ To set out an action plan for active travel in East Dunbartonshire outlining a range of coordinated projects which deliver multiple benefits and value for money for the region. This action programme of interventions and approaches should be derived from a robust evidence base and should include comprehensive maps of walking and cycling networks in the region.</li> <li>➤ Deliver a comprehensive strategy document for East Dunbartonshire within a national and regional context that will set out how active travel for commuting, leisure and tourism purposes will be facilitated.</li> <li>➤ Establishes East Dunbartonshire's vision for active travel in the region and sets challenging but realistic targets for participation in active travel based on rigorous review of evidence. Clearly outlines what success looks like.</li> <li>➤ Produce a strategy that is consistent with the Council, Government and transport bodies' (SPT, Sustrans) objectives and guidance for active travel.</li> <li>➤ Deliver a Monitoring Plan that determines baseline levels of walking and cycling and reports on changes in participation rates of active travel.</li> </ul>
What prompted the PPS? (e.g. legislative, regulatory or administrative provision)	<p>Administrative provision: The framework of an Active Travel Strategy would integrate and deliver actions set out through the adopted Local Transport Strategy 2013-17, with particular reference to:</p> <ul style="list-style-type: none"> <li>➤ Development and implementation of a Cycling Strategy.</li> <li>➤ Identify opportunities and develop the active travel network across East Dunbartonshire and incorporating existing local, regional and national routes, which will be undertaken in line with high environmental and design standards.</li> <li>➤ Undertake an audit of active travel routes and existing infrastructure across East Dunbartonshire through a technical appraisal.</li> <li>➤ Identify and develop the appropriate infrastructure such as</li> </ul>

	improved off road surfacing, routing and on road/junction priority measures to encourage cycling in rural areas of east Dunbartonshire.
<b>Subject</b> (e.g. transport)	Active travel provision, availability and enhancement.
<b>Period covered by PPS</b>	2015-2020
<b>Frequency of updates</b>	Reviewed and monitored annually until a replacement strategy is progressed.
<b>Area covered by PPS</b> (e.g. geographical area – it is good practice to attach a map)	The geographical area of East Dunbartonshire Council plus Mugdock Country Park (geographically contained within Stirling Council but managed by EDC), and potential linkages, where appropriate, to surrounding Council areas namely: Glasgow, West Dunbartonshire, Stirling and North Lanarkshire.
<b>Summary of nature/content of the PPS</b>	<p>The Active Travel Strategy is intended to:</p> <ul style="list-style-type: none"> <li>➤ Provide a framework and evidence base for investment in Active Travel</li> <li>➤ Ensure projects deliver benefits on multiple policy objectives (active travel increase leading to improved access to the green network (including parks and urban green space) and town centres, better health, reduced congestion, better air quality, reduced social inequality, economic development, growth of active travel tourism, increasing East Dunbartonshire's attractiveness as an active destination etc.) and demonstrates value for money in delivery of projects</li> <li>➤ Ensure that the selection of active travel projects is supported by robust analysis of gaps and issues in the region.</li> <li>➤ Ensure a coordinated approach to delivery of active travel projects</li> </ul> <p>It is proposed that the structure of the Active Travel Strategy will include:</p> <ul style="list-style-type: none"> <li>➤ Background Information</li> <li>➤ Strategic Context.</li> <li>➤ Strategy Aims and Objectives.</li> <li>➤ Partners and Consultations.</li> <li>➤ Establishing the Vision.</li> <li>➤ Active Travel Network Review, leading to <ul style="list-style-type: none"> <li>- an action plan;</li> <li>- walking and cycling infrastructure, including a local cycle network, plan;</li> <li>- behaviour change, promotional and training activities;</li> <li>- and a monitoring framework.</li> </ul> </li> </ul>

Are there any proposed PPS objectives?	Yes	✓	No	
Copy of objectives attached	Yes	✓	No	
Date	12 <sup>th</sup> June 2015			

**Table 1: Proposed Strategy Outcomes and Objectives**

Proposed Active Travel Outcomes and Objectives
<p>Outcomes and objectives will clearly develop over the course of the project; however initial draft outcomes and objectives are detailed below.</p> <p>The Active Travel Strategy will have outcomes of:</p> <ul style="list-style-type: none"> <li>➤ Delivery of a strategy that outlines how EDC will increase participation in cycling and walking in East Dunbartonshire.</li> <li>➤ Facilitate an increase in walking and cycling participation for commuting, leisure and tourism purposes in East Dunbartonshire.</li> <li>➤ Deliver a more connected network of active travel routes and infrastructure.</li> <li>➤ Facilitate delivery of behavioural change.</li> </ul> <p>In order to deliver these outcomes it is proposed that the Strategy has the following objectives:</p> <ul style="list-style-type: none"> <li>➤ To promote modal shift to active travel modes for trips to key attractors, including commuting journeys</li> <li>➤ Growth of active travel leisure and tourism in the region</li> <li>➤ Mitigation of climate change</li> <li>➤ Improved air quality through reduced car use</li> <li>➤ Increased attractiveness for economic development activity and as a place to live and visit</li> <li>➤ Creation of better quality places for people by reducing domination of motor vehicles on streets</li> <li>➤ Improve sustainable connectivity to town centres, public transport hubs, green network assets and residential areas</li> <li>➤ Reduce inequalities / deprivation</li> <li>➤ Increase access to jobs and services</li> </ul>

Section 2: Strategic Action Context	
This section provides an overview of the Active Travel Strategy and the main issues it is likely to address.	
This section contains the following information	
2.1	Relationship with other Plans, Programmes and Strategies
2.2	Baseline Environmental Data
2.3	Environmental Issues relevant to the Active Travel Strategy
2.4	Evolution of the Environmental Baseline in the Absence of the Active Travel Strategy

## 2.1. Relationship with other Plans, Programmes and Strategies

There are a number of other strategies and plans internationally, nationally, regionally and locally that the Active Travel Strategy (ATS) needs to be integrated with. These include:

### International

- Kyoto Protocol (1997)
- Gothenburg Protocol (1999)
- Johannesburg Declaration (2002)

### European

- European Biodiversity Strategy
- Strategic Plan for Biodiversity 2011-2020
- EU Birds Directive
- EU Habitats Directive
- EU Water Framework Directive
- EU 2020 Biodiversity Strategy

### National

- UK Post-2010 Biodiversity Framework
- Nature Conservation (Scotland) Act 2004
- Scottish Forestry Strategy (2006)
- Scottish Planning Policy
- National Planning Framework 3



- Scottish Biodiversity Strategy (Scotland's Biodiversity: It's in Your Hands (2004) and The 2020 Challenge for Scotland's Biodiversity (2013)
- Let's Make Scotland More Active: A Strategy for Physical Activity 2003
- Let's Get Scotland Walking – A National Walking Strategy
- Active Travel, Active Scotland: Our Journey to a Sustainable Future 2012
- A Long Terms Vision for Active Travel in Scotland 2030 (2014)
- Cycling Action Plan for Scotland

### Regional

- Glasgow and Clyde Valley Strategic Development Plan
- Antonine Wall Management Plan 2014 - 2019

### Local

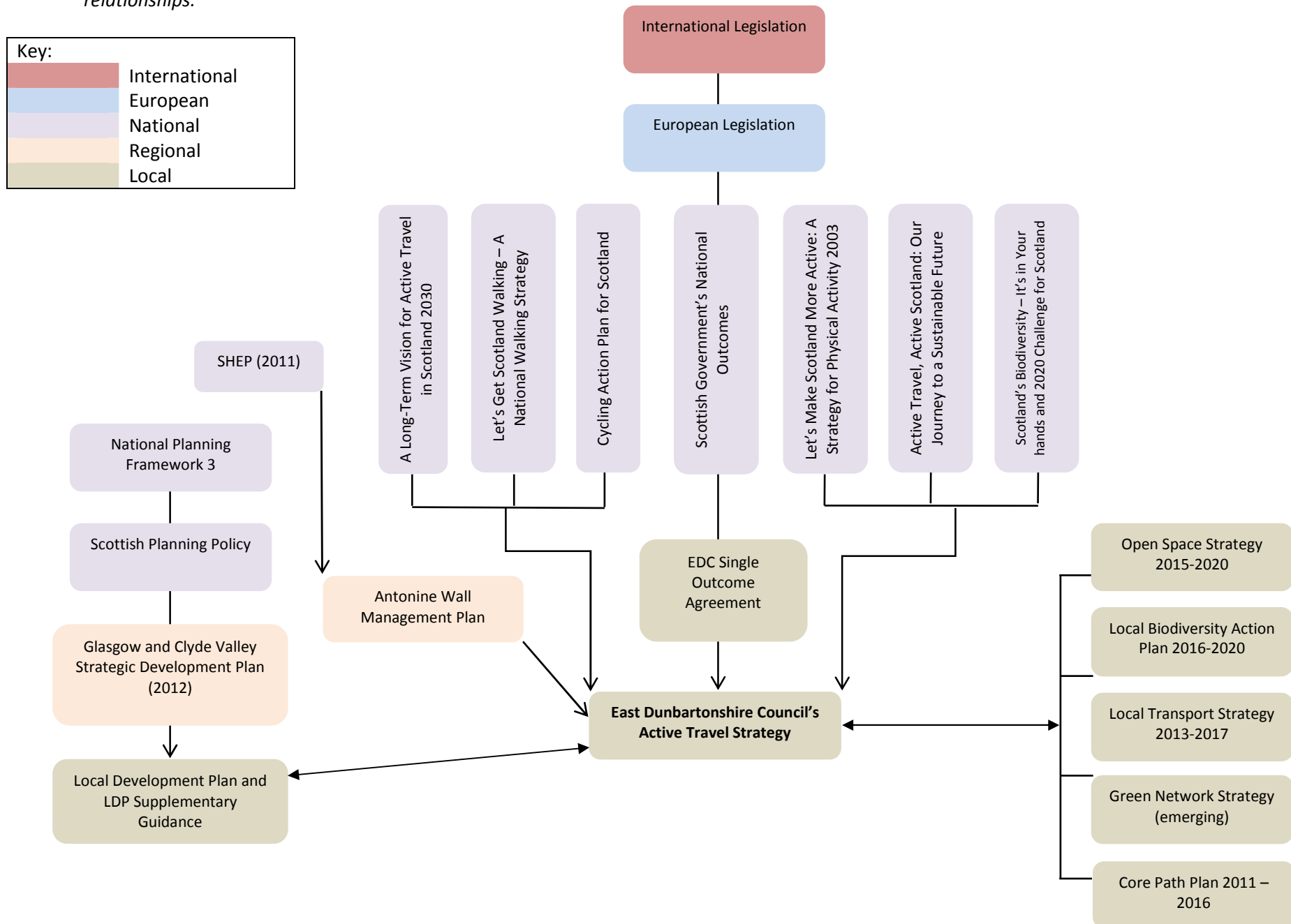
- East Dunbartonshire Single Outcome Agreement
- East Dunbartonshire Local Plan 2 and emerging Local Development Plan
- East Dunbartonshire Council Green Network Strategy (emerging)
- East Dunbartonshire Council Culture, leisure and Sport Strategy (emerging)
- East Dunbartonshire Council's Core Path Plan
- East Dunbartonshire Council Local Transport Strategy
- Local Biodiversity Action Plan (emerging)
- East Dunbartonshire Open Space Strategy 2015 – 2020

**2.1.1** Cross-boundary effects with neighbouring authorities will be considered through the integration of the ATS as well as a consideration of Plans and Strategies produced by the neighbouring authorities. This will be particularly important in relation to Mugdock Country Park, which lies within the Stirling Council area. It may also be necessary to work with other neighbouring local authorities in the development of actions that result in strategic, regional and local impacts with potential cross-boundary effects. However, it is not expected that the ATS will require consideration of transboundary effects with neighbouring EU Member States.

**2.1.2** **Appendix 1** lists key legislation, plans, programmes, policies and strategies that influence or are influenced by the ATS. This list includes documents that refer to international, European Community, and national environmental objectives; regional and local objectives. Their content, where appropriate, has been used to inform the environmental objectives for the SEA of the Strategy.

**Figure 1: Interrelationship of the Active Travel Strategy with Other Plans, Programmes and Strategies**

*This is a diagrammatic representation and does not include every one of the plans listed. The template below is useful for demonstrating such relationships.*



2.1.3 The **Environmental Protection Objectives** that are contained within international, European, UK and Scottish legislation, as well as national guidance which are considered to be of the greatest relevance to the ATS will be taken into account when preparing the Strategy. These are set out in **Appendix 1**.

## 2.2 Baseline Environmental Data

2.2.1 The early stages of SEA, such as describing the baseline information, identifying environmental problems/issues and analysing the links and relationships between other strategic actions, should be carried out concurrently and they should inform each other throughout the process. This approach has been adopted within this Scoping Report.

2.2.2 In order to measure the significant environmental effects of the Active Travel Strategy the current state of the environment must be known. East Dunbartonshire Council will gather sufficient information to provide the current state of the environment, or an Environmental Baseline, utilising GIS mapping where possible, to show the geographical location and scale of key environmental designations. The potential effects (including, cumulative, secondary and synergistic effects) of the information contained within the ATS and their alternatives will be measured against this baseline.

2.2.3 For the purposes of this Scoping Report, a broad summary of baseline environmental information has been collated. Where environmental factors or designations in East Dunbartonshire would be best presented visually, GIS has been used to spatially map where such assets are within the area. **Table 2** below summarises the main baseline environmental features and the environmental implications for the preparation and development of the Active Travel Strategy.

2.2.4 **Table 2** also contains the suggested overall objectives for the assessment. These have been developed taking into account the summary baseline data and environmental implications for the ATS. The SEA Objectives will be used to assess the ATS and they will provide the basis for the development of the questions and indicators in **Table 6**.

**Table 2: Proposed Environmental Baseline Data**

Environmental Factor	Summary of baseline Environmental Data	Environmental Implications for the Active Travel Strategy	Baseline Data to be collected	Sources of baseline Data	Proposed SEA Objectives
Population and Human Health	<p>East Dunbartonshire has a total population of 105,860 (2013); a decrease in population of approximately 3% since 2001. Population Projections forecast this trend to continue during the period between 2010 and 2035 with a reduction of 9.8% expected.</p> <p>East Dunbartonshire has a decreasing and ageing population. This is highlighted through the population projections in 2010 that by 2035 East Dunbartonshire's population will be 94,343 with a large increase in the 75+ age group and a projected decline of 22.8% of the under 16 age group in comparison to the 2010 population statistics. The number of people aged over 65 years old is forecast to increase by 11,000 people between 2010 and 2035.</p> <p>Areas of Hillhead and Lennoxton are within the top 15% most deprived SIMD data zones in Scotland.</p> <p>Generally the health of the residents of</p>	<p>East Dunbartonshire hosts various areas within the top 15% of deprived areas in Scotland and is showing an increase in non-economically active population and older people.</p> <p>The ATS will present opportunities for communities in East Dunbartonshire to become involved in projects related to the active travel network. This can result in improved quality of environment and will have a potentially positive impact on their wellbeing.</p> <p>By raising awareness of the active travel network, the ATS will provide an opportunity for health and wellbeing to be improved through the upgrading and enhancements of the areas active travel network, improving</p>	<p>Population statistics</p> <p>Trends in health from 2001 to 2011.</p> <p>Life expectancy</p> <p>Physical activity levels, particularly through walking and cycling to work.</p> <p>Information related to SIMD area and economic statistics</p> <p>Access to open space, health and recreational facilities.</p> <p>Community-led projects in East Dunbartonshire</p> <p>Number of volunteers, particularly with interest in biodiversity</p> <p>Links to East Dunbartonshire Council's Active Travel Strategy</p>	<p>General Register Office for Scotland</p> <p>Census 2001 – for health data</p> <p>Census 2011 data</p> <p>National Records of Scotland, October 2014</p> <p>Scottish Government</p> <p>Scottish Government SIMD data for East Dunbartonshire Council</p> <p>Scottish Neighbourhood Statistics</p> <p>NOMIS (Economically active population &amp; Average weekly wage)</p> <p>Scottish Household Survey (walking/ cycling)</p>	To improve human health and community wellbeing

<p>Population and Human Health (continued)</p>	<p>East Dunbartonshire is good with nearly 73% of the residents being generally healthy, in comparison to the average of Scotland (68%) according to the 2001 census. The level of residents found to be in general health status of 'not good' within East Dunbartonshire and Scotland was 8% and 10% respectively.</p> <p>In terms of walking and cycling to work in 2012/13, East Dunbartonshire had low rates of walking (5.1%) when compared with the Scottish national average (13.2%). Walking to work rates in East Dunbartonshire represent the 2<sup>nd</sup> lowest rates in Scotland against all other Council areas. There are similarly low levels of cycling to the Scottish national average (2.3%).</p> <p>The percentage of economically active people living in East Dunbartonshire has decreased over recent years; however, this percentage is still higher than both the Scottish and British national averages.</p>	<p>sustainable access and links for local residents, visitors and workers throughout East Dunbartonshire.</p> <p>There is scope to improve the number of people partaking in walking and cycling through active encouragement of the natural environment and outdoor activities. This includes potential improvements to access both within the EDC boundary and to other neighbouring authorities.</p> <p>Enhancements to promote cycling and core path routes in East Dunbartonshire will potentially lead to supplementary positive outcomes in reducing car travel.</p> <p>The associated conflicts between the rights for public access to the environment as part of improvements to the active travel network and potential biodiversity impacts will need to be considered.</p> <p>Enhancing the active travel networks will improve connectivity for those residing</p>		<p>to work) 2012/13</p> <p>Glasgow Centre for Population Health 2011. (Briefing Paper 28)</p>	
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Population and Human Health (continued)		in urban and rural areas.			
Cultural Heritage	<p>East Dunbartonshire has: -</p> <ul style="list-style-type: none"> <li>➤ 1 UNESCO World Heritage Site; Antonine Wall. A buffer zone has been identified around the Wall to help protect its setting. This is set out within the Antonine Wall Management Plan 2014-19 which was developed by Historic Scotland in partnership with East Dunbartonshire Council, Falkirk Council, North Lanarkshire Council, West Dunbartonshire Council and Glasgow Council.</li> <li>➤ 43 Scheduled Monuments. In particular the Forth &amp; Clyde Canal is made up of a series of Scheduled Monuments.</li> <li>➤ 181 Listed Building, including five bridges, five mileposts, one horse trough and Milngavie Railway Station. The Luggie Water Aqueduct and Bridge, Kirkintilloch, is Category A.</li> <li>➤ 15 Conservation Areas (4 of which are designated as outstanding)</li> </ul>	<p>Listed Buildings and Conservation Areas contribute to the character of the streets in East Dunbartonshire. Through appropriate management and enhancement, where necessary, the character of these assets can be further promoted.</p> <p>The varied and rich historic built and natural environment in East Dunbartonshire should be a vital consideration for the ATS.</p> <p>The ATS should consider the role and impacts of the active travel network to the setting and value of the Antonine Wall as well as consider how improvements to the active travel network will impact on its value.</p> <p>The requirements to protect Forth and Clyde Canal, as a main water body, a Scheduled Ancient Monument and a</p>	<p>Review of designated sites, areas</p> <p>Archaeological resources.</p> <p>Record progress on the Antonine Wall access project, associated with the Forth &amp; Clyde Canal access strategy, to 2017.</p>	<p>Historic Scotland</p> <p>Sites and Monuments Record (SMR)</p> <p>East Dunbartonshire Council</p> <p>United Nations Educational, Scientific and Cultural Organisation – World Heritage Site Designation</p> <p>Scottish Natural Heritage</p> <p>Scottish Canals Heritage Strategy 2013-38</p>	<p>To protect, conserve and, where appropriate, enhance the historic environment</p>

<p>Cultural Heritage (continued)</p>	<ul style="list-style-type: none"> <li>➤ 21 Townscape Protection Areas</li> <li>➤ 3 sites recommended as having the potential for meeting national inventory standards as Gardens and Designed Landscapes. 30 such sites have also been identified as having local value.</li> <li>➤ A number of registered Buildings at Risk:</li> </ul> <p><b>Baldernock</b></p> <ul style="list-style-type: none"> <li>• Outbuilding</li> </ul> <p><b>Bearsden</b></p> <ul style="list-style-type: none"> <li>• Colquhouns of Garscadden Burial Enclosure</li> </ul> <p><b>Bishopbriggs</b></p> <ul style="list-style-type: none"> <li>• Cawder House Stables</li> <li>• Huntershill House</li> </ul> <p><b>Cadder</b></p> <ul style="list-style-type: none"> <li>• Cadder Smithy</li> </ul> <p><b>Kirkintilloch</b></p> <ul style="list-style-type: none"> <li>• Broomhill Hospital, Outbuildings, Lodge and Cottages</li> <li>• Old Aisle Cemetery Gatelodge</li> <li>• 18A West High Street</li> <li>• Former Kirkintilloch Town Hall</li> </ul> <p><b>Lenzie</b></p> <ul style="list-style-type: none"> <li>• Woodilee Hospital Administration Block</li> </ul> <p><b>Lennoxtown</b></p> <ul style="list-style-type: none"> <li>• Lennox Castle</li> <li>• High Kirk of Campsie</li> </ul>	<p>route corridor, will be influential to the ATS.</p> <p>The ATS should consider how it can integrate the different historical and natural environment as part of the wider travel network in East Dunbartonshire.</p>			
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<p>Biodiversity, Flora and Fauna</p>	<p>East Dunbartonshire has: -</p> <ul style="list-style-type: none"> <li>➤ 6 Sites of Special Scientific Interest (SSSI)</li> <li>➤ 2 Regional Scenic Areas</li> <li>➤ 66 Local Nature Conservation Sites (LNCS)</li> <li>➤ There are networks of Local Nature Conservation Sites (LNCS) in East Dunbartonshire. There are 80 LNCS designated for their biodiversity value. These include the Forth &amp; Clyde Canal, The John Muir &amp; Thomas Muir Way from Kirkintilloch to Clachan of Campsie, the Main Line Railway and disused railway lines such as Balmore to Torrance to Kirkintilloch.</li> <li>➤ Important Wildlife Corridors will be reviewed 2015/2016 so these designations along with LNCS are subject to alteration.</li> <li>➤ 350 Tree Preservation Orders</li> <li>➤ 3 Local Nature Reserves (LNR) which include Merkland LNR, Lenzie Moss LNR and Kilmardinny Loch.</li> </ul>	<p>Biodiversity, Flora and Fauna are important considerations for the ATS. The implementation of the ATS will have a direct influence on species and habitats throughout East Dunbartonshire through active travel network improvements and enhancements. The impacts on of such improvements will need to be assessed and impacts avoided, reduced or mitigated where necessary. This will be particularly significant to those the species and habitats that are priorities, vulnerable and/or protected.</p> <p>The different needs for green hubs, green corridors, green links or green stepping stones should be considered and potentially addressed through the ATS.</p> <p>Native species should be considered in order to enhance natural resources that are specific to the local area.</p> <p>The variety of biodiversity, flora and fauna in East</p>	<p>Priority Species and Habitats.</p> <p>Regionally and locally designated sites.</p> <p>Links to the Biodiversity Action Plan.</p> <p>Record areas and levels of planting</p> <p>Results of the review of LNCS and Important Wildlife Corridor designations</p>	<p>Dunbartonshire Biodiversity Action Plan</p> <p>Scottish Natural Heritage</p> <p>East Dunbartonshire Council</p> <p>Native Woodland Survey of Scotland report for East Dunbartonshire, October 2010</p> <p>East Dunbartonshire Council Local Development Plan Main Issues Report, 2013</p>	<p>To protect, enhance, create and, where necessary, restore biodiversity and encourage habitat connectivity</p>
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<p>Biodiversity, Flora and Fauna (continued)</p>	<p>There are a number of Protected Species identified in East Dunbartonshire (including those with former Species Action Plans, priority species and lesser priority species). This includes a number of European Protected Species such as Otters, Badgers and Water Vole.</p> <p>Several Invasive Non-Native Species (INNS) have been identified in East Dunbartonshire such as Japanese Knotweed.</p> <p>The local habitats in East Dunbartonshire that have been prioritised under the previous iteration of the LBAP are:</p> <ul style="list-style-type: none"> <li>➤ Urban</li> <li>➤ Rural</li> <li>➤ Woodland</li> <li>➤ Wetland</li> </ul> <p>Woodland in East Dunbartonshire:</p> <ul style="list-style-type: none"> <li>➤ Native woodland in East Dunbartonshire comprises 22.1% of the total woodland area (4.8% of the total land area).</li> <li>➤ 95ha of woodland is present on ancient woodlands, which makes up 34% of native woodland</li> <li>➤ The main native woodland types in East Dunbartonshire are lowland mixed deciduous woodland (34%), wet woodland (25%) and upland birchwoods (21%).</li> </ul>	<p>Dunbartonshire contributes to its scenic value. This possesses a valued interest for economic benefits in terms of increased tourism to the area.</p> <p>Woodland resources in East Dunbartonshire have the potential to be integrated with opportunities in the ATS to enhance the active travel network.</p> <p>It is important that native woodland is managed and protected.</p>			
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<p>Soil and Geology</p>	<p>Despite three quarters of the land in East Dunbartonshire being utilised for agricultural processes, the district has a small percentage (5%) of prime agricultural soil.</p> <p>Currently East Dunbartonshire has not designated any areas of land as contaminated land as defined in the Environmental Protection Act 1990. However, a list of potential contaminated sites has been created based on previous land use. On this list 626 potentially contaminated sites (to varying degrees of contamination) have been identified.</p> <p>There are currently 25 sites of Vacant and Derelict Land within East Dunbartonshire with a total area of 62 hectares. These and other Brownfield land locations within East Dunbartonshire may have potentially contaminated land, depending on their historic uses.</p> <p>East Dunbartonshire also has 1 RIGS (Regionally Important Geological or Geomorphological Site) at Clachan of Campsie. It also has 34 sites designated as Local Nature Conservation Sites for their geodiversity value.</p> <p>A number of different sites in East Dunbartonshire have been identified as having varying levels of soil carbon</p>	<p>The quality and level of soil in East Dunbartonshire will need to be considered as part of the ATS to ensure that opportunities to increase active travel and access to the natural environment does not result in soil exposure to elements, causing erosion and potential soil acidification.</p> <p>Disturbance to peatland can result in the release of carbon into the atmosphere. Enhancements to the active travel network should consider the location of peatland in order to reduce this risk.</p>	<p>Agricultural land classification data - location and area of land by settlement.</p> <p>Contaminated land – Number, size and location of sites.</p> <p>Areas of Peat deposits. Minerals extraction and data.</p>	<p>East Dunbartonshire Council</p> <p>EDC Local Plan 2</p> <p>EDC Local Development Plan</p> <p>Scottish Vacant and Derelict Land Register 2013</p> <p>James Hutton Institute</p> <p>Scottish Natural Heritage</p> <p>British Geological Survey</p> <p>UKRIGS (Regionally Important Geological or Geomorphological Site)</p> <p>SNH Information Notice No.38 – Identification of carbon-rich soil mapping units (2012) – Scotland's Soils</p>	<p>To protect and, where appropriate, use high quality and sensitive soils in a sustainable manner and conserve recognised geodiversity assets</p>
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Soil and Geology (continued)	richness and peatland including the Campsie Fells and the Kilpatrick Hills.				
Landscape	<p>East Dunbartonshire's landscape is diverse in terms of character and land uses. The district is characterised by five main types of landscape character: Drumlin Foothills; Rolling Farmland; Broad Valley Lowland; Rugged Moorland Hills; and urban areas.</p> <p>The topography of East Dunbartonshire is generally low lying, undulating land with the exception of two of the Local Landscape Areas; the Campsie Fells and the Kilpatrick Hills to the North and West of the district respectively.</p> <p>East Dunbartonshire has a total of 973.46 hectares of urban open space; the greatest proportion of which is classified as semi-natural greenspace and Regional Greenspace.</p> <p>The green belt is defined in the Development Plan and covers the entire area of East Dunbartonshire, with the exception of the upland and urban areas; its objectives include maintaining the character and distinctiveness of the area's settlements.</p> <p>There is a number of Local Landscape</p>	<p>The ATS will consider possibilities that could potentially improve and / or fragment habitat connectivity in East Dunbartonshire, resulting in potential positive / negative effects to landscape setting and visual amenity.</p> <p>Any significant actions discussed to deliver the ATS will need to consider any natural and historical designations within East Dunbartonshire in order to prevent negative effects to the landscape.</p> <p>There is scope to integrate opportunities related to the active travel routes and access to, from and through such assets as the Campsie Fells and the Kilpatrick Hills.</p> <p>East Dunbartonshire has a strong local distinctiveness that has the potential to be impacted without the interventions of the ATS to</p>	<p>Woodland resources, ancient and semi-natural within East Dunbartonshire.</p> <p>Local landscape character at a settlement level.</p>	<p>EDC Local Plan 2</p> <p>British Geological Survey</p> <p>UKRIGS (Regionally Important Geological or Geomorphological Site)</p> <p>Glasgow &amp; Clyde Valley Landscape Character Assessment, 1999</p>	<p>To protect and, where appropriate, restore landscape character, local distinctiveness and scenic value</p>

Landscape (continued)	Areas (LLA) within the East Dunbartonshire Council boundary area including the Campsie Fells and Kilpatrick Hills. All of the LLA are shown on the maps within the Environmental Report.	<p>improve and enhance the active travel network throughout the area.</p> <p>Although an active travel network will improve community accessibility to the natural environment, it should consider the effect of this on the green belt through appropriate mitigation and management.</p> <p>There is potential for the ATS to connect local, East Dunbartonshire Council wide and regional networks across the landscape of East Dunbartonshire. The scale of each of these should be considered.</p> <p>The different landscape typologies, including LLA designations, will need to be considered as part of the consideration of enhancement and improvement opportunities within the ATS.</p>			
Water Quality	The main watercourses within East Dunbartonshire are the River Kelvin, Glazert Water, Allander Water, Luggie Water, Forth and Clyde Canal and Bothlin Burn. East Dunbartonshire also has two	The water in East Dunbartonshire is a vital resource. The management and control we have over this resource has major	<p>River Basin Management Plans</p> <p>Local water quality data</p>	<p>SEPA – RBMP Data</p> <p>East Dunbartonshire Council</p>	To prevent deterioration and, where possible, enhance the ecological status of water bodies

<p>Water Quality (continued)</p>	<p>reservoirs in Milngavie and a number of other small dams in various locations throughout East Dunbartonshire, which are of significant value to the surrounding area.</p> <p>From the 2009-2015 River Basin Management Plan cycle, East Dunbartonshire had:</p> <ul style="list-style-type: none"> <li>➤ 5.52 km of good quality watercourses</li> <li>➤ 33.82 km of watercourses with good ecological potential</li> <li>➤ 16.01 km of moderate quality watercourses</li> <li>➤ 19.88 km of watercourses with moderate ecological potential</li> <li>➤ 48.19 km of watercourses with poor ecological potential</li> <li>➤ 17.32 km of poor quality watercourses</li> <li>➤ 28.31 km of watercourses with bad ecological potential</li> </ul> <p>All groundwater resources were also assessed in 2008 and found to be of good ecological status.</p> <p>*Flooding is discussed in <i>Climatic Factors</i></p>	<p>implications on a number of factors, including, water quality, biodiversity and human health. These are important considerations for the ATS.</p> <p>The impact of increased footfall across various different networks should be considered in order to prevent a decline in water quality. This is particularly vital to main waterbodies in East Dunbartonshire such as the Forth and Clyde Canal and the River Kelvin.</p> <p>Enhancements to the active travel networks in close proximity to river networks have the potential to deliver improvements to water quality and morphology, with added benefits of creating new or improved habitats.</p> <p>The requirements of the Water Framework Directive should be taken into account.</p> <p>In terms of biodiversity, the ATS should consider impacts to wetland quality.</p>	<p>Drinking water quality</p>	<p>Dunbartonshire Biodiversity Action Plan</p>	
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<p>Air Quality</p>	<p>Emissions from transport has been identified as the main contributor of NO<sub>2</sub> and PM10 (particulates) pollution, specifically, in East Dunbartonshire. Domestic emissions are the main contributor of CO<sub>2</sub> emissions.</p> <p>The busiest routes that are of concern in relation to air quality within East Dunbartonshire are the A803 and B812 in Bishopbriggs; the A81 through Milngavie; and the A809 and A739 through Bearsden.</p> <p>There are currently two Air Quality Management Areas (AQMA) declared within East Dunbartonshire, Bishopbriggs (2005) and Bearsden Cross (2011), both of which were declared an AQMA after several years of exceeding national NO<sub>2</sub> and PM10 objective levels.</p> <p>Whilst traffic levels across the Council area have been shown to be decreasing since 2009 from 125,356 (per 1000 vehicle miles) to 118,830 (per 1000 vehicle miles) in 2013, which can be attributable to a number of factors including the promotion of sustainable travel and influencing economic factors, levels still remain relatively high.</p> <p>Of the number of people in East Dunbartonshire who are of an economically-active age:</p>	<p>Contributing factors that can lead to increased emissions and result in air pollution, include, transport (both private and public) and developments which generate traffic flows and general movement to and from areas.</p> <p>The ATS has the opportunity to increase active travel in East Dunbartonshire. This will help to reduce traffic emissions, which will be particularly important in AQMAs.</p> <p>There are possible transboundary effects of air pollution to neighbouring Local Authorities such as Glasgow, West Dunbartonshire, North Lanarkshire and Stirling that should be taken into account in the development of the ATS.</p> <p>The ATS will demonstrate capabilities for linking active travel routes within the Council boundary and between East Dunbartonshire and other local authorities which can encourage cycling and walking to work or their place of study.</p>	<p>Air Quality statistics for major routes and settlements within east Dunbartonshire.</p> <p>Rail patronage and bus services and frequencies – see climatic factors below.</p>	<p>East Dunbartonshire Council</p> <p>National Air Emissions Inventory</p> <p>Scottish Government</p> <p>DEFRA</p> <p>Scottish Transport Bus and Coach Statistics No. 32, 2013</p> <p>Local Transport Strategy 2013 – 2017</p> <p>Scottish Census 2011</p> <p>Department for Transport- Traffic Counts</p>	<p>To prevent deterioration and, where possible, enhance air quality</p>
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<p>Air Quality (continued)</p>	<ul style="list-style-type: none"><li>➤ 6,454 people (9.5%) work or study at home</li><li>➤ 12,422 people (18.25%) use public transport (train, underground, metro, light rail, tram, bus, minibus or coach) to access work or place of study of distances of 5km to 30km+</li><li>➤ 26,884 people (39.5%) drive a car or van to access work or place of study of distances of 5km to 30km+</li><li>➤ 18,156 people (26.7%) access work or place of study by other means of transport of distances of 5km to 30km+</li></ul> <p>The number of people travelling to work by car or van is approximately 4% more than those in the rest of Scotland. Many people living in East Dunbartonshire travel to their workplace in neighbouring authorities such as Glasgow.</p>				
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Climatic Factors	<p>A significant source of carbon dioxide in East Dunbartonshire is attributable to vehicular transport emissions, which contributes towards climate change, although the largest proportion of CO<sub>2</sub> emissions is attributable to domestic emissions.</p> <p>Travel:</p> <ul style="list-style-type: none"> <li>➤ The level of public transport access varies across the area. Kirkintilloch is served by bus services that provide access to towns and villages in East Dunbartonshire and adjacent local authorities such as Glasgow. However, there are areas that do not have services that are frequent or operate out-with peak travel periods and daytime hours.</li> <li>➤ Although rail patronage has increased by approximately 10% from the period 2012/13 to 2013/14, accessibility to such services means there is a significant reliance on car-based travel in the area.</li> <li>➤ The number of bus passenger journeys in Strathclyde and South West Scotland has decreased since 2007/08 to 2012/13, which equates to a decrease of 21%. The total distance travelled by buses 2007/08 to 2012/13 decreased by 17%. This can be attributable to a reduction in the number of services that operate or alterations to routes. This trend is reflected in trends across Scotland</li> </ul>	<p>There are many areas within East Dunbartonshire that are currently within Flood Risk Areas. Climate change is resulting in an increase of flash flooding events in Scotland which is having an adverse effect on habitats, biodiversity, flora and fauna as well as an impact on leisure and recreational activities.</p> <p>Enhancing the active travel network may be achieved through improved planting, landscaping along routes and protection of existing habitats. This can be beneficial in terms of adaptation to flooding.</p> <p>Increased active travel and accessibility of networks in East Dunbartonshire will encourage people to travel sustainability and cut down on vehicle usage and related emissions which will contribute to climate change adaptation.</p> <p>In developing opportunities for the enhancement of the active travel network, areas of flooding particularly along rivers, will need to be considered for mitigation,</p>	<p>Flood Risk Assessments.</p> <p>Flood defences.</p> <p>Emissions levels within East Dunbartonshire.</p> <p>Flooding and storm information and events.</p> <p>Renewable energy potential.</p>	<p>Scottish Government</p> <p>SEPA</p> <p>East Dunbartonshire Council</p> <p>UK Climate Impacts Programme</p> <p>Online Handbook of Climate Trends across Scotland 2006 (as updated) (SNIFFER Guidance)</p> <p>Scottish Household Survey 2013 (access to cars per household)</p> <p>Office of Rail Regulation (rail patronage by region, 2013/14)</p> <p>Scottish Transport Bus and Coach Statistics No. 32, 2013</p> <p>SEPA Flood map</p> <p>Scotland's Climate Change Declaration 2013-14 Report (SSN; Keep Scotland Beautiful; EDC)</p> <p>'Local and Regional CO2</p>	<p>To contribute towards the reduction of Scottish greenhouse gas outputs in line with Government targets</p> <p>To reduce overall flood risk by ensuring new development is not at flood risk and it doesn't add to the risk elsewhere. For areas already at flood risk secure management measures</p>
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<p>Climatic Factors (continued)</p>	<p>which has seen a decrease in 4% in bus and coach journeys between 2012 and 2013.</p> <ul style="list-style-type: none"> <li>➤ Traffic levels have decreased during recent years from the particularly high volumes experienced during the mid-2000s. This may be a result of the economic downturn.</li> <li>➤ In 2013, 86% of households in East Dunbartonshire had access to at least 1 car.</li> <li>➤ Glasgow is a key attraction for both employment and high education opportunities for the population of East Dunbartonshire which increases the need for travel.</li> <li>➤ See <i>Air Quality</i> for number of people who travel by car or van to access their place of work or study.</li> </ul> <p>CO2 emissions associated with the expenditure of energy from industrial/commercial (including agriculture) and domestic buildings accounts for 142.7 ktCO2 and 271.6 ktCO2 respectively in 2012. Such energy use has a significant impact on air quality.</p> <p>Flooding has been an issue in the Kelvin Valley for many years with the most recent flood events occurring in 1994 and 2005. The main areas of concern for potential flooding are the River Kelvin and its tributaries – the Allander, Glazert and Luggie Waters.</p>	<p>management and viability.</p>		<p>Emissions Estimates for 2005-2012', Department of Energy and Climate Change</p>	
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Climatic Factors (continued)	<p>East Dunbartonshire only has one operating landfill (Inchbelle Quarry, Kirkintilloch) but is only used for the disposal of inert materials, mainly construction materials. All household and commercial municipal waste is transferred to landfills in North Lanarkshire. Therefore, there is minimal methane produced from landfill within East Dunbartonshire to impact on climate change.</p>				
Material Assets	<p>East Dunbartonshire is supplied by various levels of transport infrastructure, through well serviced rail networks, bus routes encompassing the whole district and the various road networks that link settlements within East Dunbartonshire together with providing routes out with the district.</p> <p>There are 54km of A class roads, 47 km of B class roads and 34km of C class roads. This amounts to 27% of the road network. There are 369 km of unclassified roads.</p> <p>East Dunbartonshire has a network of Core Paths and public open spaces which provide opportunities for recreation. Some of these also provide active travel routes from residential areas to services and businesses.</p>	<p>The ATS will explicitly encourage the enhancement active travel routes with connections to the wider natural and historic environment throughout East Dunbartonshire.</p> <p>Where the active travel network encourages more access to the wider environment, either by Core Path Networks, Rights of Way or cycleways, consideration should be given to the effects on agricultural land and agriculture as an industry.</p> <p>Natural resources in East Dunbartonshire should be used sustainability and at a limited rate to reduce</p>	<p>Transport and infrastructure data.</p> <p>Core Path Network and Rights of Way.</p> <p>Walking and cycle routes</p> <p>Public open spaces and accessibility.</p>	<p>Scottish Government</p> <p>East Dunbartonshire Council</p> <p>Transport Scotland</p> <p>SPT</p> <p>Local Development Plan for large scale development proposals.</p> <p>Scottish Rights of Way and Access Society</p> <p>East Dunbartonshire Council Transport and Access Officer</p> <p>Sustrans</p>	<p>To promote the sustainable use of community assets and natural resources in East Dunbartonshire</p>

<p>Material Assets (continued)</p>	<p>Studies into housing requirements have indicated that East Dunbartonshire has one of the highest net needs for affordable housing, compared to other Scottish Local Authorities. The Local Plan and emerging Local Development Plan identifies the location of new development proposals with potential for changes to transport infrastructure/routes.</p> <p>There are 99 Right of Way paths in East Dunbartonshire of the highest classification. There are also 82 'other' Rights of Way which are classified as paths that have seized use, have been partially built on or overgrown.</p> <p>East Dunbartonshire has 8 'Scotways' Heritage Paths and 2 other Heritage Paths have been designated by East Dunbartonshire Council.</p> <p>Through the East Dunbartonshire Council area, there are a number of different cycleways including traffic-free routes, both off and on the National Cycle Network, and on-road routes that are not on the National Cycle Network. Many of these routes are regional/cross-boundary and provide links to Loch Lomond, Glasgow, Stirling and Edinburgh.</p>	<p>pressures on biodiversity and resources. Use of such resources has the potential to negatively impact on biodiversity, either by reducing the assets or restricting resources that will help manage biodiversity.</p> <p>The local open spaces identified in the Open Space Strategy will need to be taken into account within the ATS.</p> <p>The ATS will demonstrate links with the Local Development Plan, LDP Supplementary Guidance and Local Transport Strategy. Each should be considered in the production of the other.</p> <p>With the emerging Local Development Plan for East Dunbartonshire being implemented, there is likely to be an increase in developments (economic and housing over the life of the Plan. The impact of this for access and the wider active travel network should be taken into account as well as guide developments.</p>			
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Figure 2: Map 1 of Natural and Historic Environment Assets and Constraints

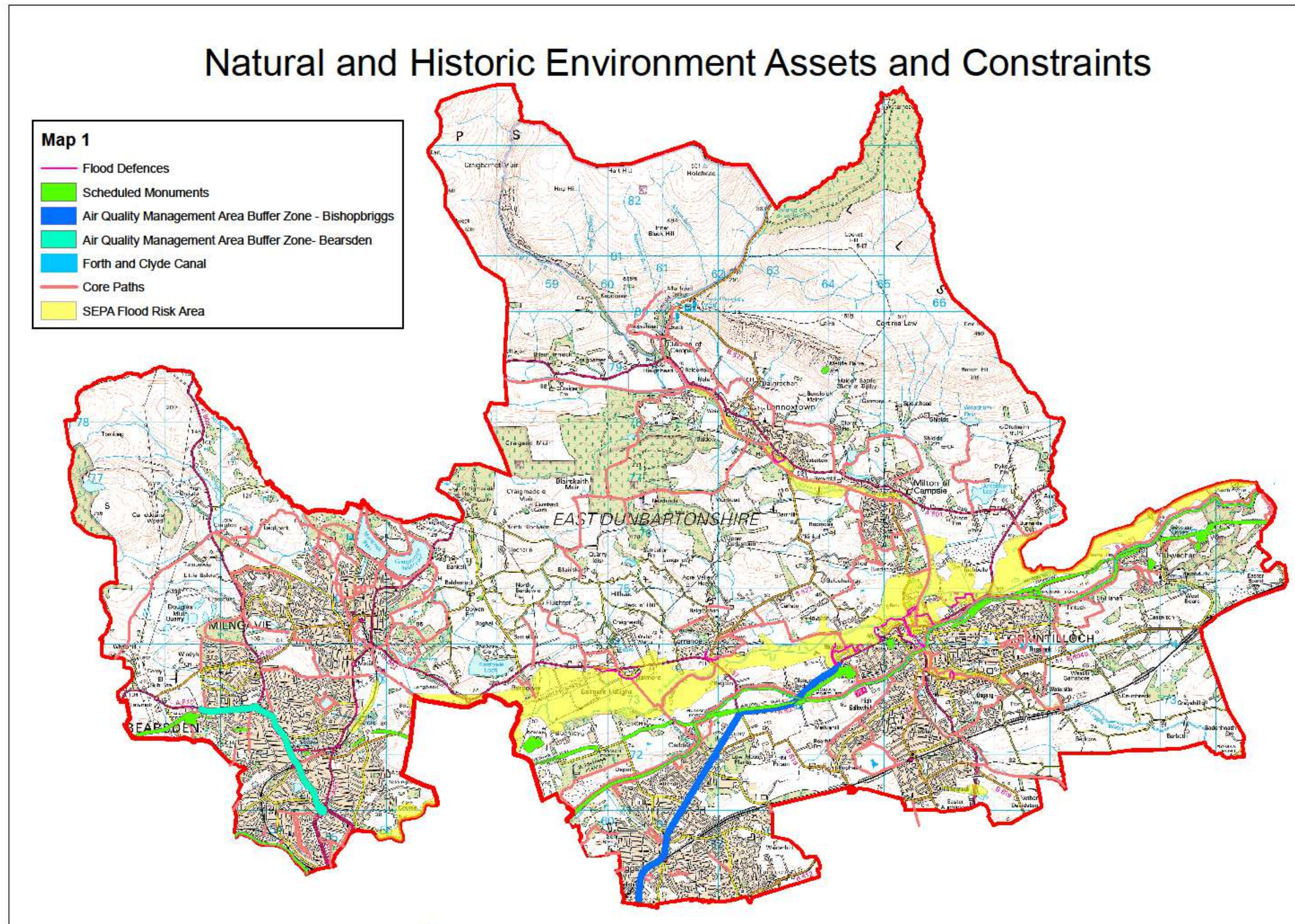




Figure 3: Map 2 of Natural and Historic Environment Assets and Constraints

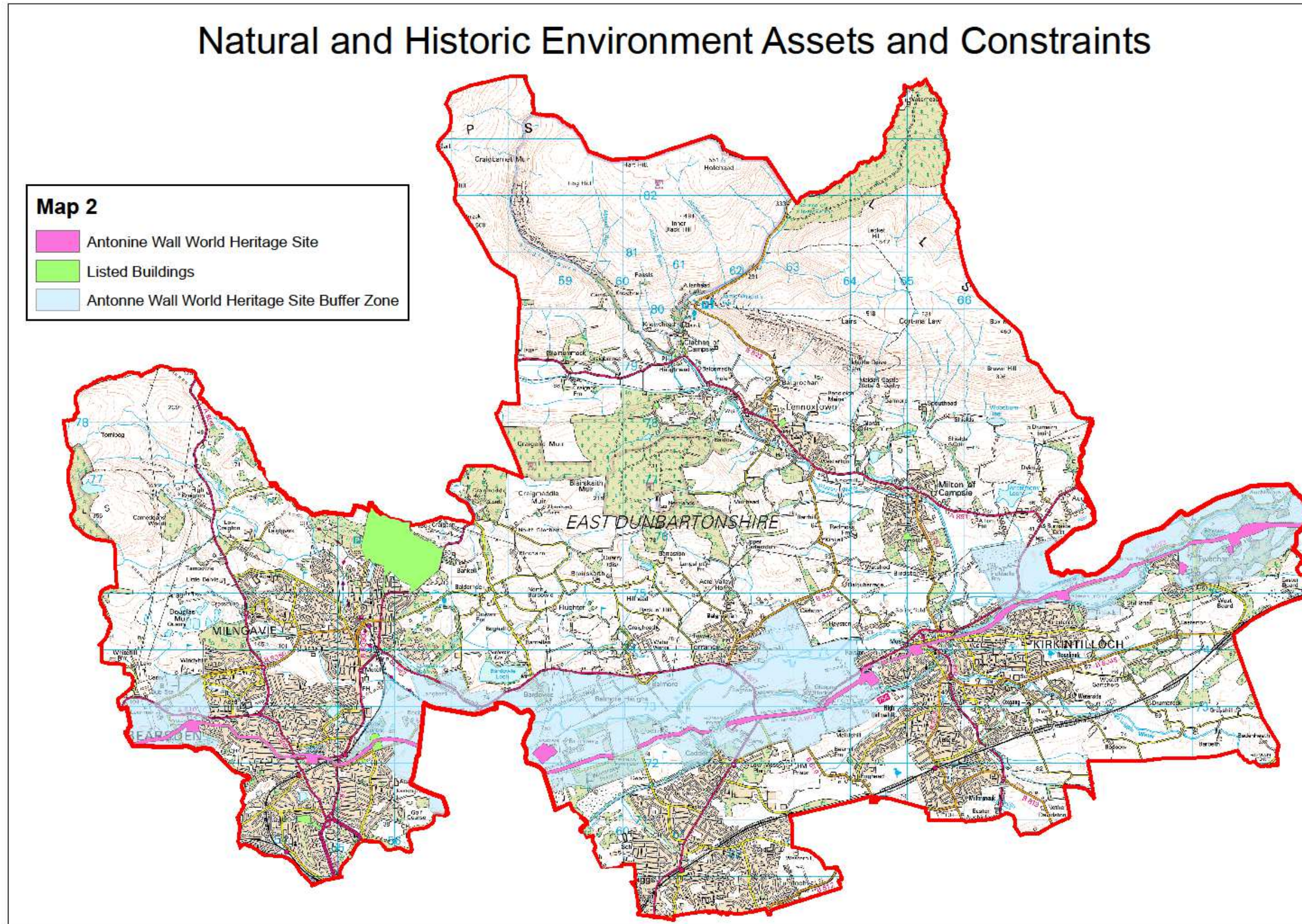




Figure 4: Map 3 of Natural and Historic Environment Assets and Constraints

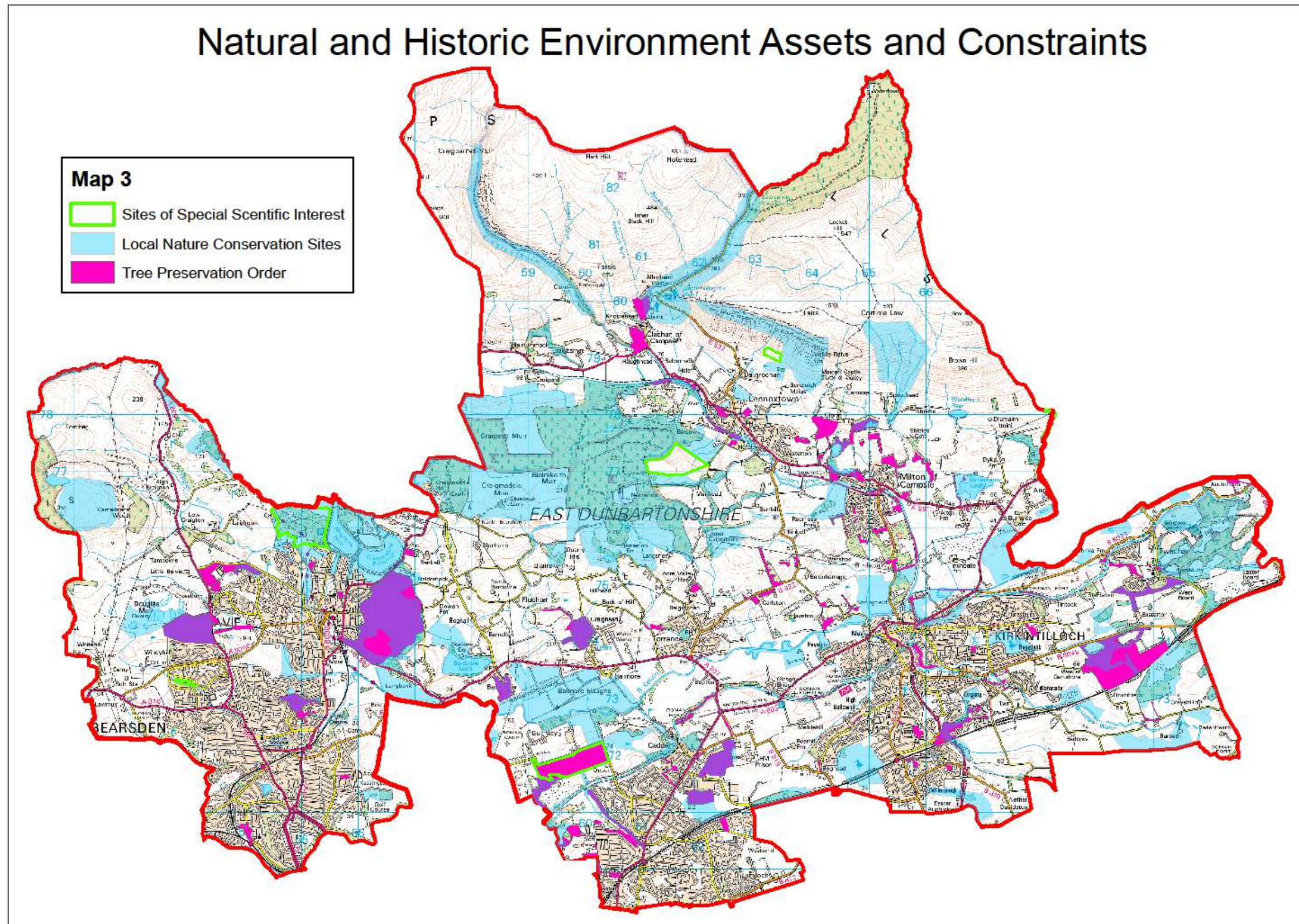




Figure 5: Map 4 of Natural and Historic Environment Assets and Constraints

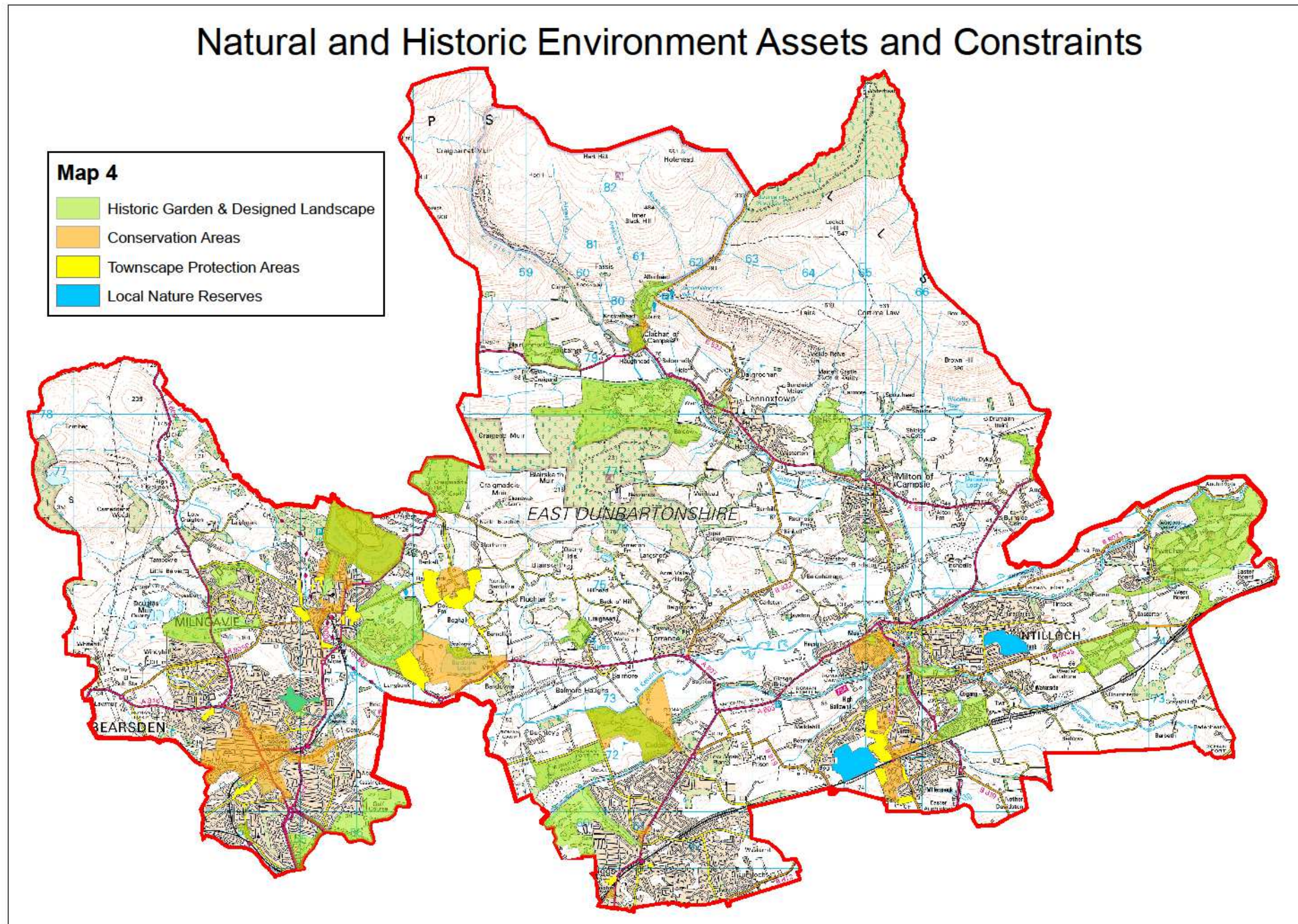
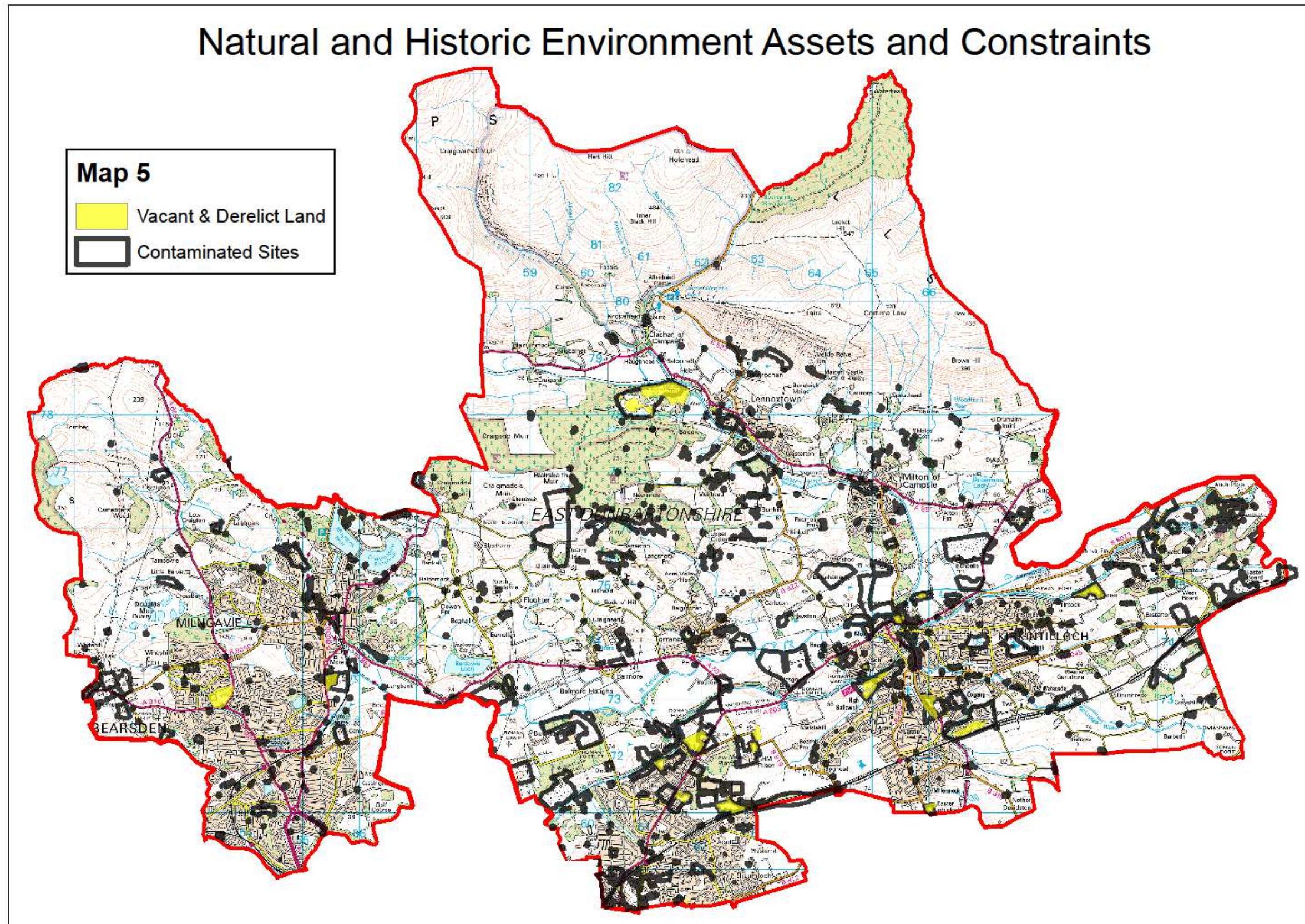




Figure 6: Map 5 of Natural and Historic Environment Assets and Constraints





## 2.3 Environmental Issues<sup>1</sup> for the Active Travel Strategy

**2.3.1** The Environmental Report will identify the current environmental issues and problems that affect East Dunbartonshire, utilising the information that has been identified through an analysis of the baseline environmental data and potential implications, which are contained within Section 2.2 of this Report. When undertaking the assessment of the Strategy, the Council will be able to predict whether the identified environmental problems and issues will worsen, stabilise or improve through the implementation of the Strategy. The main environmental issues and problems facing East Dunbartonshire are outlined in **Table 3** below.

**Table 3: Environmental Issues Relevant to the East Dunbartonshire Active Travel Strategy**

*Environmental issues were identified through discussions with the appropriate Consultation Authorities and an analysis of the baseline data available.*

SEA Topic	Relevant Environmental Issues
Population and Human Health	Eight datazones within East Dunbartonshire fall into the top 25% most deprived areas in Scotland; these are located in Hillhead, Lennoxton, Auchinairn and Milngavie. In particular, some areas in Hillhead remain within the 5% most deprived areas in Scotland according to the Scottish Index of Multiple Deprivation.
	With areas of deprivation in East Dunbartonshire and an increasingly ageing population, there is a significant reliance on public transport and access to primary facilities such as town centres, retail parks, healthcare and leisure. To reduce this need and pressure, there is significant evidence that enhancement and promotion of green and active travel networks can be integrated with interventions and provide further health benefits to deprived or vulnerable members of the community.
	Conflicts may arise between increasing public access within East Dunbartonshire and the need to conserve the natural environment. This will be a vital consideration for the ATS to address and prevent such conflicts.
	Current use and awareness of East Dunbartonshire's active travel network has scope to be improved. Increasing the awareness, understanding of the role of the active travel alternatives amongst the population of East Dunbartonshire, as well as how local communities can gain benefits from accessing local and regional facilities using the network alongside the upgrade of the network should be a significant factor for consideration in the ATS. This should include the promotion of the active travel network for educational purposes in partnership with local schools.
	Encouraging the involvement of the community in projects linked to the enhancement of East Dunbartonshire's active travel

<sup>1</sup> The term "environmental issues" is the name collectively given to air, water, soil, biodiversity, climatic factors, landscape, material assets, population and human health as well as cultural heritage (including architectural and archaeological heritage) in the EU Directive 2001/42/EC. In practice they are referred to as "SEA topics".

	<p>network has the potential to further benefit health and wellbeing. This is likely to improve the appreciation of the environment as well as achieve the renewal of run down areas, particularly those in urban contexts, and increase economic value and investment to the area. There is scope for this to be promoted through the ATS.</p>
Cultural Heritage	<p>There are a number of cultural heritage assets in East Dunbartonshire including the Antonine Wall (UNESCO World Heritage Site) and the Forth and Clyde Canal which require protection and management.</p>
	<p>East Dunbartonshire has a varied and valued natural and historic cultural heritage. In the development of the ATS, the opportunities that will be identified should address how they can contribute to enhancing and protecting the historic environment.</p>
	<p>East Dunbartonshire is host to tourist attractors across the whole of the council-wide area such as the Antonine Wall Heritage Site, the Campsie Fells, West Highland Way and Mugdock Country Park. The ATS is likely to improve access to these assets. However, increased footfall to the main attractors can result in both positive impacts, such as stimulating the local economy, and negative impacts, such as path erosion and the degradation of sites/buildings and their setting.</p>
Biodiversity, Flora and Fauna	<p>East Dunbartonshire has a wide range of designated and non-designated sites, including those of ecological importance and protected species. This is seen through a number of Local Nature Conservation Sites and Important Wildlife Corridors, Tree Preservation Orders and Local Nature Reserves. East Dunbartonshire also has 6 Sites of Special Scientific Interest (SSSI). The management and protection of these assets is essential through the ATS.</p>
	<p>Invasive Non-Native Species in East Dunbartonshire have been identified in East Dunbartonshire. Their location and management should be recognised within the Strategy.</p>
	<p>There are a number of protected species and habitats within East Dunbartonshire which will need to be considered as part of the ATS. The ATS offers the scope to ensure that benefits for biodiversity is considered as a vital part of the wider active travel network in East Dunbartonshire and will play a contributing role for continued enhancement and protection of such species to avoid any loss. These concerns should be considered alongside the LBAP, Open Space Strategy and emerging Green Network Strategy.</p>
	<p>Habitat connectivity within East Dunbartonshire is fragmented. In particular, river and canal corridors are, to varying extents, below their potential in terms of habitat connectivity as a result of confinement and the presence of Invasive Non-Native Species. There is scope to reduce habitat fragmentation through improvements to access routes across the council area, with additional benefits anticipated in relation to biodiversity.</p>

Soil and Geology	There are several sites in East Dunbartonshire that have been identified as peatland. Any action as part of the Strategy that may result in the disturbance of such sites for the release of carbon should be avoided. This includes conflicts between the active travel access network and peatland protection.
	There is scope within the ATS to consider the role of enhanced biodiversity in managing ecosystem services including carbon storage, drainage and to alleviate flooding.
	There are 36 sites identified as being geologically diverse, of which 34 have been assigned as Local Geodiversity Sites (LGS). The area also hosts 1 RIGS (Regionally Important Geological or Geomorphological Site) and 1 SSSI of geological importance. The ATS should consider these designations in the development of the opportunities and actions within the Strategy to ensure their protection and enhancement where possible.
Landscape	East Dunbartonshire has varying degree of landscapes including the green belt, the Campsie Fells/Kilpatrick Hills and agricultural land. Ensuring that the landscapes are well-connected throughout East Dunbartonshire is a vital consideration for the ATS.
	East Dunbartonshire has a number of Local Landscape Areas with high/moderate scenic value as well as varied landscape character and setting across the Council area, including the Campsie Fells and Kilpatrick Hills. The ATS should take into account the specific landscape features to ensure that there are no specific conflicts these areas and access issues, and are sensitive to, the local landscape and retain East Dunbartonshire's local distinctiveness.
	The cumulative effects of projects that will enhance or extend the active travel network that may be established through the Strategy should be accounted for at a local, EDC-wide and regional level.
Water Quality	There are a number of good/moderate quality watercourses in East Dunbartonshire including the Forth and Clyde Canal which is also a Scheduled Monument. These assets require protection to which the ATS can contribute to in order to reduce, prevent or offset any adverse impacts to water quality.
	There are a number of sites within East Dunbartonshire's landscape which are classified as wetland. Wetlands provide vital habitats for a number of species and ecosystem services but their quality is under pressure from external influences such as flooding, developments and access. The Strategy should account for this priority habitat in the development of its action plan as well as consider its role in reducing pressures on this resource to maintain a high level of water quality.
Air Quality	Unacceptably high levels of air pollution can be harmful to the environment and human health. East Dunbartonshire currently has two designated Air Quality Management Areas (Bishopbriggs and Bearsden Cross). These are managed through Air Quality Management Plans and the emerging Air Quality Strategy, the requirements of which should be taken into account within the ATS.

	Changes to air quality can have a significant impact on ecosystem services, which can affect biodiversity value and environmental assets.
Climatic Factors	Domestic emissions account for the largest proportion of carbon dioxide in East Dunbartonshire, although emissions from transport account for the largest proportion of NO <sub>2</sub> and PM10 emissions. This contributes to the effects of climate change which include changing temperatures and rainfall patterns, and increased incidences of extreme weather events. Where appropriate, the actions proposed as part of the ATS should consider its role in mitigating or adapting to the effects of climate change.
	Climate change has a direct link to flood risk. The SEPA Flood Risk Map has identified several locations within the East Dunbartonshire Council area which could have a significant impact on habitats and the value of East Dunbartonshire's environment.
Material Assets	As a result of the spatial strategy of the impending Local Development Plan there is potential for a rise in developments in East Dunbartonshire over the life of the Plan. New developments are likely to require infrastructure improvements which have the potential to result in further fragmentation of habitats and requirements for access routes which should be accounted for within the ATS.
	It is important that natural resources in East Dunbartonshire are managed sustainably.
	There are currently a series of Core Path Networks, Rights of Way and open spaces in East Dunbartonshire which create recreational opportunities, promote active travel and provide a sense of community. The opportunities that will be identified through the Strategy should consider its role in enhancing existing networks as well as integrating with the new green network across the council-wide area. The sites identified in the Open Space Strategy should also be accounted for.
	There is currently a lack of good quality active travel routes and options across the Council area which link certain towns, villages and community areas. Specific areas which could be improved, and additional active travel infrastructure provided include: <ul style="list-style-type: none"> <li>➤ Bishopbriggs to Lenzie</li> <li>➤ Bearsden/Milngavie to Kirkintilloch/Lenzie</li> <li>➤ Torrance to Kirkintilloch</li> <li>➤ Bearsden and Milngavie (local)</li> </ul>
	The current active travel network has a limited amount of on-road active travel provision. Additional provision of such improvements has the potential to significantly increase the active travel participation throughout East Dunbartonshire.
	Integration of our active travel network with public transport will be an essential part of the ATS. Improving the link between these forms of transport has the potential to significantly increase active

	travel participation by integrating with other sustainable travel options such as train or bus, subsequently reducing car journeys and associated emissions levels throughout East Dunbartonshire.
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## 2.4 Evolution of the Environment in the Absence of the Active Travel Strategy

2.4.1 The SEA process is also required to assess the likely impact on the environment if the Active Travel Strategy (ATS) was not implemented Or updated.

2.4.2 The ATS will set out a framework for increasing participation in Active Travel in East Dunbartonshire spanning 5 years which will complement and deliver on transport objectives and interventions within the current Local Transport Strategy and feed into LTS2. The strategy will also produce an action plan for active travel in East Dunbartonshire outlining a range of coordinated projects which deliver multiple benefits and value for money for the region. This action programme of interventions and approaches will be derived from a robust evidence base and will include comprehensive maps of walking and cycling networks in the region.

2.4.3 As this is the first Active Travel Strategy for East Dunbartonshire it is important that it is implemented with the purpose of taking into account the role of accessibility in the management and enhancement of the active travel network.

2.4.4 In the absence of the emerging ATS, it is likely the following would occur:

- Failure to link projects on the ground with national, regional and local outcomes, including environmental considerations.
- Failure to demonstrate the cumulative and long-term positive impact active travel has on a number of indicators such as: health and wellbeing, modal shift, air quality, reduced congestion, increased economic competitiveness, increased attractiveness of the walking environment and perception of improved safety
- Gaps in the local active travel network remain unaddressed and potential opportunities not being maximised.
- Obvious connections (easy wins) in the active travel network being overlooked
- Selection of projects not informed by robust evidence base and clear rationale based on objective led process

2.4.5 The ATS will be an important vehicle in achieving the overarching vision of East Dunbartonshire's Single Outcome Agreement, which includes commitments relating to health inequalities and economic regeneration. Environmental protection is intrinsically linked to these agendas, and measures such as promoting healthy lifestyles and encouraging leisure related economic activity will contribute towards physical, social and financial wellbeing.

#### 2.4.6 The following bullet points set out in more detail the likely implications:

- **Biodiversity:** Uncoordinated promotion of access to our natural assets and random delivery of developments to the active travel network could result in adverse effects on biodiversity and vulnerable species and habitats.
- **Landscape:** Improving walking and cycling networks and will require enhancement of the existing urban and rural environments to make the choice to walk or cycle for travel purposes more attractive. The ATS is likely to include interventions which will as a by-product of enhancing the active travel network, improve local landscapes. Another benefit as a result of the ATS is the promotion of settlement connectivity in East Dunbartonshire away from the road network. This is likely to reduce the need to build new roads which would remove previously greenbelt/open space assets. Without the ATS, the active travel network of local paths is likely to suffer from lack of maintenance or enhancement which would contribute to perceptions of poor local landscape quality.
- **Cultural Heritage:** Uncoordinated promotion of access to our historic environmental assets could result in degradation of East Dunbartonshire's built heritage and inadvertently harm the area's cultural offer and heritage.
- **Air Quality & Climatic Factors:** An uncoordinated approach to increasing participation in active travel could result in an increase of car journeys and subsequently add to existing traffic congestion throughout the area and greenhouse gas emissions. Modal shift away from private cars is a major contributor to improved air quality in urban areas, failure to provide a coordinated framework for delivering measures that facilitate this modal shift would result in increased risk of air quality remaining an unacceptably poor level or worsening. Transport emissions from private cars on average equate to approximately 25% of CO<sub>2</sub> emissions. Active Travel is a major approach to reducing private car journeys and subsequently reducing the CO<sub>2</sub> generated by the transport sector.
- **Water:** Although protection of water quality as a result of development would be controlled through other legislation, the cumulative effects of increased unplanned development without a corresponding provision for active travel would likely increase car use which through increased emissions could have adverse effects on hydrological environments and drainage requirements as part of infrastructure improvements.
- **Population & Human Health:** Failure to deliver a coordinated approach to facilitating increased proportion of journeys taken by active means

carries significant health risks for our population in the future. In order to increase activity levels, provision for active travel to increase the quantity of people walking and cycling for everyday and leisure journeys should be delivered via a clear framework. Failure to provide this coordinated approach it is unlikely adequate investment will be made to the active travel network and levels of participation will stagnate. This would represent a risk to aggregate health levels as a result of inactivity, contributing to already rising obesity levels and corresponding health risks.

- **Soil & Material Assets:** The ATS would present, and have a direct influence, on opportunities to further promote the sustainable use of materials and contribute to improvements to the varying walking and cycling path networks in East Dunbartonshire. This would reduce the need for further road building which could have adverse effects on soil and material assets through losing greenspace. Without the influence of the ATS, these opportunities are less likely to be identified and the benefits to the relevant material assets will be minimal.

Section 3: Scope & Level of Detail Proposed for Environmental Assessment	
This section outlines how the SEA process incorporates all reasonable alternatives; scoping in and out of issues and the assessment, mitigation and monitoring frameworks.	
This section contains the following information	
3.1	Scope In/Out of Environmental Factors
3.2	Assessment Framework
3.3	Identification of Alternatives
3.4	SEA Objectives
3.5	Mitigation and Monitoring

### 3.1 Scope In/Out of Environmental Factors

**3.1.1** In accordance with Schedule 2 of the Environmental Assessment (Scotland) Act 2005 East Dunbartonshire Council has considered whether the environmental effects (positive and negative) of the Active Travel Strategy are likely to be significant.

**3.1.2** There is no statutory definition of ‘significance’ in the context of SEA. However the Council considered the following issues in determining the significance of impacts (both positive and negative) on the Annex 1 environmental factors:

- Scale of impact (geographic)
- Duration of impact (short, medium or long term)
- Reversibility of impact
- Sensitivity of environment
- Potential for significant cumulative effect

**3.1.3** A summary of our conclusion is given in **Table 4** below.



**Table 4: Scope In/Out of Environmental Factors**

Environmental Factors	Scoped In/Out	Rationale
<b>Population and Human Health</b>	IN	<p>The development of the Active Travel Strategy will include the identification of opportunities to improve existing underperforming active travel routes, propose new routes connecting communities with the wider countryside and essential facilities and amenities while also attempting to increase participation in active travel alternatives. This has the potential to have both direct and indirect positive impacts on the health and wellbeing of communities in East Dunbartonshire. It is likely that promotion of and enhancements to the active travel network, which will be at a local, EDC-wide and regional level, will encourage people to access their natural and historic environment, either by walking or cycling, to enjoy outdoor leisure and activities. Furthermore, the ATS will help to promote an awareness and understanding of East Dunbartonshire's active travel network, including ensuring that communities are able to utilise the network to its full potential. This can encourage and create opportunities for community participation / volunteering. As such, it is likely that the ATS will have a significant positive impact on the population and health of people in East Dunbartonshire.</p>
<b>Cultural Heritage</b>	IN	<p>Enhancing the existing active travel network as well as the identification of new routes that will contribute to the wider active travel network and will potentially be on or in the vicinity of historically designated sites, such as the Antonine Wall and the Forth and Clyde Canal. There is also scope for significant positive impacts to tourism and the local economy due to improvements to the environment and accessibility. Consequently, the Strategy has the potential to significantly (positive and negative) impact on cultural heritage assets and their setting.</p>
<b>Biodiversity, Flora and Fauna</b>	IN	<p>There is a direct link between biodiversity and the active travel network. The ATS will seek to improve the accessibility to the wider natural and historic environment through the active travel</p>

		network. However, this may cause conflicts to the detriment of biodiversity, especially Protected Species and habitats, by potentially causing habitat fragmentation which would result in significant negative impacts to biodiversity value in East Dunbartonshire. The ATS will seek to develop opportunities to increase participation in active travel throughout East Dunbartonshire with the intention to reduce car based journeys throughout the area and reduce emissions levels in the area with a potential positive impact on the areas biodiversity, priority habitats and species.
<b>Soil and Geology</b>	<b>IN</b>	Improving accessibility throughout East Dunbartonshire is a primary aim of the ATS which is likely to present minor negative impacts and increased risks to soil and geological assets in terms of potential erosion as a result of increased footfall. Enhancing the active travel network may also result in minor conflicts with regional and local sites of geodiversity value. Given the range of potential significant impacts to soil and geology, this factor has been scoped into the assessment.
<b>Landscape</b>	<b>IN</b>	The landscape within East Dunbartonshire is varied which includes green belt land and Local Landscape Areas including the Campsie Fells and Kilpatrick Hills. The ATS will aims to improve active travel accessibility which is likely to result in increased walking and cycling throughout East Dunbartonshire. Extending the existing active travel network may result in potential negative impacts, as a result of increased access, on East Dunbartonshire's local distinctiveness. The scale of the active travel improvements will play a considerable part in the significance of the impact.
<b>Water Quality</b>	<b>IN</b>	East Dunbartonshire hosts various waterbodies such as rivers and canals, and wetland habitats noted for their value in terms of leisure, biodiversity, ecosystem services and for the local economy. There may be significant negative impacts to water quality in terms of diffuse pollution as a result of increased access and potential disturbance to wetland habitats. Increasing access to the environment may also significantly increase the risk of poor drainage.
<b>Air Quality</b>	<b>IN</b>	The ATS is likely to result in positive impacts to reducing CO <sub>2</sub> emissions associated with poor air

		quality in East Dunbartonshire due to an increase in non-vehicular travel routes through East Dunbartonshire. This is of particular importance for reducing air quality issues in AQMAs and for limiting future designations of AQMAs.
<b>Climatic Factors</b>	<b>IN</b>	Through the development of the ATS, there is scope to provide benefits that ensure that places are better adapted to the effects of climate change. The role of ATS for increasing the viability for active travel will have a significant positive effect on reducing the effects of climate change. Through route and network improvements the Strategy could potentially have an effect on surface-water and flood risk management. There is also potential for a positive impact on peatland in East Dunbartonshire, particularly with long-term positive benefits as a result of mitigation and management options through the Strategy. Reduction in car based travel and resultant reduction in emissions levels.
<b>Material Assets</b>	<b>IN</b>	Given the strategic approach to enhancing the active travel network, there is potential for significant positive effects in terms of connectivity and the enhancement of path and cycle networks throughout East Dunbartonshire and into neighbouring authorities. The nature of the Strategy will also promote the sustainable use of natural resources. Consequently, Material Assets has been scoped into the assessment.

## 3.2 Assessment Framework

**3.2.1** The Environmental Assessment (Scotland) Act 2005 requires the Environmental Report to assess and evaluate the likely significant impacts that the Active Travel Strategy will have on the environment. It is essential to SEA that the assessment process and reporting of the findings are unbiased, robust, objective, transparent and ultimately easy to follow and understand.

**3.2.2** The assessment will focus on the objectives and planned vision of the Active Travel Strategy in order for issues related to active travel network to be addressed and improved in East Dunbartonshire. The actions/interventions set out in the action plan programme will also be assessed. It should be noted that only the significant environmental impacts will be identified and assessed through the SEA process.

**3.2.3** In addition to this, the assessment will evaluate the plan as a whole in terms of the potential cumulative effects (direct, indirect, secondary and synergistic) associated with the implementation of the Strategy. **Table 5** gives an indication to each of the stages as part of the assessment framework.

**Table 5: Assessment Framework**

*This table specifies the assessment methodology which will be employed in order to assess the environmental effects of each part of the Active Travel Strategy.*

Assessment Stage	Assessment Method
Vision	The SEA assessment questions and indicators will be used to establish whether the strategic approach in order to deliver the vision of the Active Travel Strategy is compliant with the proposed SEA objectives. Overall, the preferred strategic approach to deliver the ATS will be justified. An example of the draft assessment matrix is in <a href="#">Appendix 2</a> .
Aims / Objectives	The objectives of the Strategy, and alternatives to them, will be tested against the proposed SEA objectives for alignment and compliance. The outcome of this assessment will guide the refinement of the ATS objectives throughout its development.
Actions/Interventions	The ATS will detail actions/Interventions and campaigns for the enhancement of the active travel network throughout East Dunbartonshire. The action plan, and any reasonable alternative interventions, will be assessed against the SEA assessment objectives, questions and criteria. The majority of the actions will be site-specific, some very localised and others area wide.
Cumulative effects	Using the assessments of options outlined in the ATS and with the use of GIS mapping, where appropriate, the cumulative effects of the Strategy will be tested. Any impacts for neighbouring authorities will also be considered as part of the assessment.

### 3.3 Identification of Alternatives

**3.3.1** Through the development of East Dunbartonshire's Active Travel Strategy there may be alternatives as to how the Strategy is delivered or implemented. Improving the active travel network across central Scotland is recognised as having benefits to health and wellbeing and addressing environmental inequalities. Consequently, it is appropriate to only assess any reasonable alternatives to the Strategy. The reasonable alternatives to the Active Travel Strategy are:

- a) **Preferred option – A stand-alone Active Travel Strategy** – This is the Council's preferred approach. Having a stand-alone strategy focussed completely on increasing the proportion of everyday journeys undertaken by active means, (walking or cycling), is the approach most likely to effectively deliver this change. While the stand-alone strategy will take cognisance of other strategies under development and ensure coordination, holding consultation exercises focussed on active travel is more likely to attract informed and relevant stakeholders and generate useful comments and responses. This approach is also more likely to gain input from local interest groups with good local network knowledge, in some cases perhaps superior local knowledge to council staff. An action plan that is focussed on generating options which are aimed specifically at increasing active journeys will provide a framework for selection of relevant projects that will facilitate active travel in the region. This action plan will undoubtedly have other benefits for other areas and objectives more relevant to other strategies, e.g. provision of off road cycle routes may create increased access opportunities for the green network and open spaces with benefits for habitat creation and subsequent biodiversity gains.

It is considered that pursuing a stand-alone Active Travel Strategy will deliver the most focussed plan that is most likely to achieve the strategy objectives as outlined in the Project Initiation Document whilst simultaneously generating other benefits that will complement work undertaken through other Council strategies. Increased take up rates of active travel are known to create a range of benefits beyond normal transport objectives such as congestion reduction, reduced emissions and improved air quality; it also generates other benefits: increased health and wellbeing, more attractive urban environments, increased economic competitiveness, reduced inequalities, improved access to trip attractors, offers excellent value for money and reduces pressure from development to build new roads and thus lose green network assets. It is considered that the multiple benefits of increased active travel in the area merit a focussed standalone Active travel Strategy and this is the Council's preferred approach.

- b) **Integrating the Active travel Strategy with the emerging Green Network Strategy** – This alternative requires East Dunbartonshire Council and partners to develop a wide ranging Strategy focussed on the enhancement of access to the green network and urban environment by active means across the whole of the East Dunbartonshire Council area, including notable assets such as Mugdock Country Park and links with neighbouring authorities such as Stirling, North Lanarkshire, Glasgow and West Dunbartonshire. This approach to the Strategy will present opportunities to focus on both of the main components of the green network; biodiversity and access while still ensuring provision for active travel connections to trip attractors such as: rail stations, bus hubs, town

centres and other attractions. This will give a more extensive scope to the development of a stand-alone Green Network Strategy or Active Travel Strategy and potentially wider benefits across the whole of the Council-wide area.

- c) **Addressing EDC's active travel network through other plans, programmes, policies and strategies** – It may be possible to include provision for active travel within other access or open space strategies such as the Local Biodiversity Action Plan (LBAP) for East Dunbartonshire which is currently in the development stage, and as such, there is scope to include issues related to the improvement of East Dunbartonshire's green network and active travel network within each of these strategic actions. However, this approach to enhancing the active travel network will limit the scope for integration between the two factors, and different strands of the combined approach may lose focus.
- d) **Ensuring there is adequate provision for active travel in the next iteration of the Local Transport Strategy (LTS)** - The current LTS, in terms of interventions, is currently split into three sections one of which is active travel. Consequently, actions pertaining to enhancement of the active travel network and behavioural change are encompassed within this section. Whilst it may be useful to have a separate, focused ATS, it may be possible to integrate active travel and enhance relevant sections into the next LTS and thus ensure greater integration between active travel and other forms of sustainable transport to allow for effective interchanges between the two (e.g. where journey distances are too long for active travel) .

**3.3.2** The environmental assessment will also, where appropriate, propose further alternatives to the proposed objectives and action plan that will form part of the ATS. This will guide any required mitigation measures in order to reduce any potential negative/adverse impacts or to suggest enhancements to those receptors that provide potential positive impacts to East Dunbartonshire.

## 3.4 SEA Objectives

- 3.4.1 To assist in assessing the impact of the ATS on the environment, either beneficially or adversely, the following table (**Table 6**) has been produced. This details the proposed SEA objectives and associated questions and indicators against which we will monitor what, if any, effects (positive, negative or neutral) the Strategy will have on the environment.
- 3.4.2 The Proposed SEA objectives relate to the specific SEA environmental receptors and the monitoring and evaluation will relate solely to the environmental issues that were felt to have the potential to significantly impact on the environment.
- 3.4.3 The Proposed SEA objectives, questions and indicators are fully compliant with the requirements of the Environmental Assessment (Scotland) Act 2005. It is important to note that these SEA objectives and assessment questions are provisional and may be modified as a result of comments from the Consultation Authorities or as a result of changes in the baseline data when it is fully collected.

**Table 6: Proposed SEA Objectives, Assessment Questions and Indicators**

*Please note that this table also includes sample questions and indicators that will be refined as part of the assessment process. They are included here to give an indication of the type of information that will be derived from the objectives to assess the content of the Active Travel Strategy.*

Population and Human Health		
Proposed SEA Objective	Draft Questions for Assessment Will the proposed vision/objectives/actions...	Draft Indicators
To improve human health and community wellbeing	<ul style="list-style-type: none"> <li>➤ Demonstrate the benefits of a healthy environment on the health and wellbeing of communities?</li> <li>➤ Promote an environment that is both sustainable and safe?</li> <li>➤ Contribute to reducing social, economic and environmental deprivation in East Dunbartonshire?</li> <li>➤ Reduce health-related illnesses?</li> <li>➤ Encourage active travel and outdoor leisure?</li> <li>➤ Encourage local communities/volunteers to become involved in projects?</li> <li>➤ Increase awareness of the natural environment?</li> <li>➤ Act as an educational resource for local schools?</li> <li>➤ Improve connectivity for residents in urban areas with the rural environment?</li> <li>➤ Enhance connectivity and access routes for people to access amenities and services in East Dunbartonshire and wider in other local authorities?</li> </ul>	<ul style="list-style-type: none"> <li>➤ Changes in deprivation levels in 15% SIMD areas</li> <li>➤ Number of people using path networks – path counters can be used to establish flows</li> <li>➤ Number of people in East Dunbartonshire using active travel methods (walking/cycling) to access their place of work/study and for recreation in neighbouring authority boundaries</li> <li>➤ Number of people in East Dunbartonshire using active travel methods to access their place of work/study and for recreation in East Dunbartonshire</li> </ul>



Cultural Heritage		
Proposed SEA Objective	Draft Questions for Assessment Will the proposed vision/objectives/actions...	Draft Indicators
To protect, conserve and, where appropriate, enhance the historic environment	<ul style="list-style-type: none"> <li>➤ Encourage visitors to cultural heritage assets in East Dunbartonshire?</li> <li>➤ Enhance natural heritage sites such as Gardens and Designed Landscapes?</li> <li>➤ Encourage improvements to the setting and value of the Antonine Wall World Heritage Site?</li> <li>➤ Improve access to cultural heritage assets?</li> <li>➤ Identify opportunities to improve the active travel network along the Antonine Wall corridor?</li> <li>➤ Improve access to heritage sites with benefits to increased tourism?</li> </ul>	<ul style="list-style-type: none"> <li>➤ Number of cultural heritage assets (see Table 1) in or near the vicinity of projects in the ATS</li> <li>➤ % change in visitors to East Dunbartonshire to visit cultural heritage assets</li> <li>➤ Number of people who access heritage sites using active travel alternatives</li> <li>➤ Contributions from the tourist industry to the local economy (sustainable tourism Gross Value Added (GVA))</li> </ul>
Biodiversity, Flora and Fauna		
Proposed SEA Objective	Draft Questions for Assessment Will the proposed vision/objectives/actions...	Draft Indicators
To protect, enhance, create and, where necessary, restore biodiversity and encourage habitat connectivity	<ul style="list-style-type: none"> <li>➤ Seek to minimise and reduce the negative impact on valued biodiversity including non-protected and protected species?</li> <li>➤ Prevent the loss of biodiversity, flora and fauna?</li> <li>➤ Contribute to improved ecosystems?</li> <li>➤ Encourage habitat connectivity by decreasing the number of fragmented</li> </ul>	<ul style="list-style-type: none"> <li>➤ Total area of protected sites (priority species)</li> <li>➤ Quality and connectivity of the active travel network throughout East Dunbartonshire</li> <li>➤ Number of new active travel networks created as a result of the ATS in close proximity to designated / protected sites</li> </ul>

	<p>habitat networks?</p> <ul style="list-style-type: none"> <li>➤ Encourage native planting, including hedgerows?</li> <li>➤ Seek to contribute to the management of woodland in East Dunbartonshire?</li> <li>➤ Address issues related to improved active travel network and conflicts to biodiversity and habitats?</li> </ul>	
Soil and Geology		
Proposed SEA Objective	Draft Questions for Assessment Will the proposed vision/objectives/actions...	Draft Indicators
To protect and, where appropriate, use high quality and sensitive soils in a sustainable manner and conserve recognised geodiversity assets	<ul style="list-style-type: none"> <li>➤ Protect and improve areas of peatland?</li> <li>➤ Seek to prevent and improve soil degradation and erosion?</li> <li>➤ Protect habitats and species that have Protected Species status, including Invasive Non-Native Species?</li> <li>➤ Result in improvements to areas of contaminated land?</li> <li>➤ Protect and enhance sites of geodiversity importance?</li> </ul>	<ul style="list-style-type: none"> <li>➤ Area of existing contaminated land altered by actions set out in the ATS</li> <li>➤ % of peatland improved/deteriorated</li> </ul>

Landscape		
Proposed SEA Objective	Draft Questions for Assessment Will the proposed vision/objectives/actions...	Draft Indicators
To protect and, where appropriate, restore landscape character, local distinctiveness and scenic value	<ul style="list-style-type: none"> <li>➤ Utilise biodiversity for positive benefits to landscape setting and visual amenity?</li> <li>➤ Contribute to and enhance local distinctiveness in East Dunbartonshire?</li> <li>➤ Protect and enhance landscape designations (e.g. the Campsie Fells, green belt)?</li> <li>➤ Seek to improve habitat connectivity?</li> <li>➤ Ensure that improved / enhanced active travel network does not negatively impact on the landscape setting?</li> <li>➤ Seek to integrate active travel networks at a local, EDC-wide and regional level, including those that integrate into networks in neighbouring authorities?</li> <li>➤ Improve access to and quality of the green belt?</li> </ul>	<ul style="list-style-type: none"> <li>➤ Number of habitat/active travel networks improved/created as a result of the ATS</li> <li>➤ Number of actions in the ATS that are linked to the actions in the LTS and Core Path Plan</li> <li>➤ Number of active travel actions at a cross-boundary level</li> </ul>
Water Quality		
Proposed SEA Objective	Draft Questions for Assessment Will the proposed vision/objectives/actions...	Draft Indicators
To prevent deterioration and, where possible, enhance the ecological status of water bodies	<ul style="list-style-type: none"> <li>➤ Seek to contribute to enhancing the ecological status of water bodies in East Dunbartonshire?</li> <li>➤ Have a direct or indirect impact on water quality or drainage through active travel</li> </ul>	<ul style="list-style-type: none"> <li>➤ Changes to the classification of water bodies in line with the requirements of the Water Framework Directive</li> <li>➤ Changes to flooding and drainage, particularly in areas where active travel</li> </ul>

	improvement requirements in close proximity to watercourses.	improvements and enhancements are undertaken (SEPA Flood Risk Map)
<b>Air Quality</b>		
<b>Proposed SEA Objective</b>	<b>Draft Questions for Assessment</b> Will the proposed vision/objectives/actions...	<b>Draft Indicators</b>
To prevent deterioration and, where possible, enhance air quality	<ul style="list-style-type: none"> <li>➤ Promote the role of active travel alternatives for the suppression of emissions in the air?</li> <li>➤ Seek to manage air quality for benefits to health and wellbeing?</li> <li>➤ Seek to improve woodland assets in East Dunbartonshire for carbon capture?</li> </ul>	<ul style="list-style-type: none"> <li>➤ Emissions levels in East Dunbartonshire- % change (NO<sub>2</sub> and PM10 levels are measured continuously within East Dunbartonshire. There are 4 monitoring stations in Bishopbriggs, Kirkintilloch, Bearsden and Milngavie. There are also 43 sites with monitoring tubes for NO<sub>2</sub> around the EDC area)</li> <li>➤ Number of people using path / cycleway networks – path counters can be used to establish flows</li> </ul>
<b>Climatic Factors</b>		
<b>Proposed SEA Objective</b>	<b>Draft Questions for Assessment</b> Will the proposed vision/objectives/actions...	<b>Draft Indicators</b>
<p>To contribute towards the reduction of Scottish greenhouse gas outputs in line with Government targets</p> <p>To reduce overall flood risk by ensuring new development is not at flood risk and it doesn't add to the risk elsewhere. For areas already at flood risk secure management measures</p>	<ul style="list-style-type: none"> <li>➤ Promote a change in culture and behaviour to ensure that the local community are aware of the issues associated with climate change?</li> <li>➤ Promote the enhancement of active travel networks and associated improvements as a means to mitigate potential risks to flooding?</li> </ul>	<ul style="list-style-type: none"> <li>➤ Greenhouse gas output trends in East Dunbartonshire</li> </ul>

	<ul style="list-style-type: none"> <li>➤ Include adaptation measures in light of a changing climate and local environment?</li> <li>➤ Seek to protect, create or enhance natural resources such as trees?</li> </ul>	
Material Assets		
Proposed SEA Objectives	Draft Questions for Assessments Will the proposed vision/objectives/actions...	Draft Indicators
To promote the sustainable use of community assets in East Dunbartonshire	<ul style="list-style-type: none"> <li>➤ Encourage and improve the safe use of Core Path Networks, Rights of Way and heritage paths?</li> <li>➤ Consider the sustainable use and protection of natural resources?</li> <li>➤ Promote changes to current transport infrastructure to a more sustainable network?</li> <li>➤ Have a positive influence over planning and developments as part of other plans, policies or strategies at EDC?</li> </ul>	<ul style="list-style-type: none"> <li>➤ % of population who utilise Core Path Networks (change)</li> <li>➤ Monitoring of corridors where active travel routes have been provided to determine an impact to traffic levels</li> <li>➤ Access and use of public transport networks</li> <li>➤ Number of active travel network related considerations incorporated into development proposals</li> </ul>

## 3.5 Mitigation and Monitoring

- 3.5.1 The adopted Active Travel Strategy may have environmental impacts which require to be mitigated as a result of the options discussed within the Strategy. Where possible, the Council will seek to, firstly, avoid significant negative environmental impacts. If this is not possible, mitigation measures will be proposed which will aim to reduce, remedy or compensate the overall impact to an acceptable level.
- 3.5.2 The adopted ATS will be subject to ongoing monitoring. It is intended to create a set of indicators to measure the impacts that the Strategy may have on the environment during its lifespan. The indicators will be based on the baseline information and the existing environmental issues and problems in the area. These indicators will be developed during the Plan preparation and environmental assessment processes.
- 3.5.3 Monitoring measures and a review of the ATS will be discussed in the Environmental Report and will form the Post-Adoption Statement after the Strategy is fully implemented.

## Section 4: Next Steps

This section sets out the concluding stages and proposed consultation timescales for the Active Travel Strategy.

### This section contains the following information

<b>4.1</b>	Proposed Consultation Timescales and Anticipated Milestones
<b>4.2</b>	Proposed Framework for Analysing Consultation Responses

## 4.1 Proposed Consultation Timescales and Anticipated Milestones

**4.1.1** The Environmental Report for the Active Travel Strategy will be available alongside the Strategy for a proposed public consultation period for a minimum of six to eight weeks. It is anticipated that the SEA process will align with the ATS preparation stages. **Table 7** below illustrates this alignment and provides the anticipated timescales for each.

**Table 7: Proposed Timescale & Milestones**

Strategy Preparation Stages	SEA Stages	Anticipated Timescale & Consultation Period, if required
Preliminary Assessment and Survey/Research work	Scoping Report: <ul style="list-style-type: none"> <li>➤ Collate and forecast baseline environmental information</li> <li>➤ Adopt SEA environmental objectives and criteria</li> </ul>	<ul style="list-style-type: none"> <li>➤ May/June 2015- research and draft Scoping Report</li> <li>➤ Scoping Report submitted to the SEA Gateway on 12 June 2015</li> <li>➤ 5 week period of Consultation with the Consultation Authorities.</li> </ul>
Prepare Draft Active Travel Strategy and	Environmental Assessment: <ul style="list-style-type: none"> <li>➤ Assess the</li> </ul>	<ul style="list-style-type: none"> <li>➤ Draft Environmental Report will be prepared alongside the preparation of the ATS</li> </ul>

Action Plan	<p>Strategic content of the ATS</p> <ul style="list-style-type: none"> <li>➤ Assess alternatives to the ATS</li> <li>➤ Prepare Draft Environmental Report</li> </ul>	<ul style="list-style-type: none"> <li>➤ Responses from the Consultation Authorities at the Scoping stage will be taken into account</li> <li>➤ Drafting will be in July 2015</li> <li>➤ Finalisation of the Environmental Report and Strategy in July 2015</li> </ul>
Publish & Consult on Draft Strategy	Publish & Consult on Draft Environmental Report	Consultation with the public and Consultation Authorities (minimum of 6-8 weeks) in August/September 2015
Adopt Green Network Strategy	Publish Post-Adoption Statement along with the adopted finalised Active Travel Strategy and Action Plan	Adoption of the ATS and publication of the Post-Adoption Statement – Early 2016
Monitor & Review	Monitor and Review	On-going/Annual review

## 4.2 Proposed Framework for Analysing Consultation Responses

CONSULTATION RESPONSES			
Organisation/ Individual	Issue	Comment	How has this been addressed in the SEA?



### Appendix 1: Initial List of the International, European Community, and National Environmental Protection Objectives; Regional and Local Objectives

Please note that this appendix lists key legislation, plans, programmes, policies and strategies that influence or are influenced by the **Active Travel Strategy**. Their content, where appropriate, has been used to inform the environmental objectives for the SEA of the Strategy.

Relevant PPS to the Active Travel Strategy	Summary / Objectives or requirements	How objectives and requirements influence the Active Travel Strategy
<b>International</b>		
<b>Rio Declaration (1992)</b>	The Declaration sets out 27 principles to enable the global community to work towards international agreements that respect the interests of all and protect the integrity of the global environmental and developmental system. The Declaration highlighted the necessity to protect and enhance the environment, economics and social aspects in both developed and developing countries, which includes protecting our biodiversity and nature assets and ensuring that our communities are able to live in harmony with the natural environment.	The outcomes proposed for the Active Travel Strategy should be in line with the principles set out in the Rio Declaration. In doing so, EDC will show its commitment to sustainable development; in particular protecting and enhancing the natural environment.
<b>Convention on Biological Diversity (1992)</b>	The Convention on Biological Diversity responded to the increasing commitment worldwide for sustainable development. As part of the Convention, a number of objectives and outcomes were highlighted including: <ul style="list-style-type: none"> <li>➤ The conservation of biological diversity,</li> <li>➤ The sustainable use of natural resources, and</li> <li>➤ Fair and equitable use of biological and natural resources.</li> </ul> The Convention encouraged the development of National Biodiversity Action Plans and, consequently, Local Biodiversity Action Plans.	The ATS will be developed in parallel to the development of EDC's Green Network Strategy Local Biodiversity Action Plan. In line with the purpose of the ATS, the outcomes of the Convention will be reflected and the ATS will show its duty for the conservation of biodiversity and natural resources where possible.
<b>Kyoto Protocol (1997)</b>	The UK has committed itself to a 12.5% reduction in greenhouse gas emissions from 1990 levels by 2008-2012. It has also set its own domestic target of a 20% reduction in carbon dioxide by 2010.	The ATS will seek to identify potential areas within East Dunbartonshire that will offer a range of benefits, including adaptation to climate change. This aspect of the ATS will contribute to the targets in greenhouse gas emission reductions as set originally by the Kyoto Protocol and demonstrate the Council's duty to reducing emissions.
<b>Gothenburg Protocol (1999)</b>	The Protocol set emission levels for 2010 with particular focus on four main pollutants considered to have the most significant effects; NO <sub>x</sub> , sulphur, VOCs and ammonia. Limits for emissions were set for specific sources (e.g. transport and electricity) with overall aims to protect human health and the environment. The Protocol intends to abate acidification and eutrophication.	The development and implementation of the ATS will help to achieve the targets and aims set by the Gothenburg Protocol. It will also contribute to the reduction of acidification and eutrophication.
<b>Johannesburg Declaration (2002)</b>	The Johannesburg Declaration on Sustainable Development. The 2002 Declaration built upon the principles established through the Rio Declaration and further developed principles of sustainable development and sought	The outcomes proposed within the ATS should be in line with the principles set out within this Declaration. In doing so, EDC will show its commitment to sustainable development; in particular by supporting and linking with other

	international commitment to these Sustainable Development Principles.	Policies at both a national and local level in delivering sustainable development in East Dunbartonshire.
<b>Strategic Plan for Biodiversity 2011-2020</b>	<p>This Plan provides an overarching framework on biodiversity for all of the United Nations involved in order to encourage the engagement of biodiversity management and policy development.</p> <p>This international framework was agreed by Parties to be translated through biodiversity action plans and Strategies. It also outlines the Aichi Biodiversity Targets (see below).</p>	The ATS will support the framework set by the Strategic Plan for Biodiversity through the identification of new and enhancement of existing active travel routes throughout East Dunbartonshire. The content of the Strategy should take cognisance of habitat connectivity and biodiversity designations and value within East Dunbartonshire.
<b>Aichi Biodiversity Targets</b>	<p>The Aichi Biodiversity Targets are outlined within the Strategic Plan for Biodiversity 2011 – 2020 and include 5 Strategic Goals, in which 20 different targets are set. The Strategic Goals include:</p> <ul style="list-style-type: none"> <li>➤ Address the underlying causes of biodiversity loss by mainstreaming biodiversity across government and society</li> <li>➤ Reduce the direct pressures on biodiversity and promote sustainable use</li> <li>➤ Improve the status of biodiversity by safeguarding ecosystems, species and genetic diversity</li> <li>➤ Enhance the benefits to all from biodiversity and ecosystem services</li> <li>➤ Enhance implementation through participatory management and capacity building.</li> </ul> <p>The targets set are intended to be achieved or exceeded by 2020.</p>	The ATS should consider its role in achieving the Aichi Biodiversity Targets by taking account of the needs and priorities at a local level. The Strategy will identify the role of East Dunbartonshire's active travel network, along with links, potential impacts and enhancements for biodiversity value which has the potential to contribute to the targets.

European		
<b>Directive 2009/147/EC on the Conservation of Wild Birds (EU Birds Directive)</b>	The Birds Directive protects all wild birds, their nests, eggs and habitats within the European Community. It gives EU member states the power and responsibility to classify Special Protection Areas (SPA's) to protect birds which are rare or vulnerable in Europe as well as all migratory birds which are regular visitors.	The EU Birds Directive outlines the requirement for the protection of specific species, as outlined in the Directive. These species are considered to be the highest priority for protection. The ATS will adhere to these requirements to support the protection of these species and ensure there are no cross-boundary impacts on SPA designated sites within adjacent local authority boundaries.
<b>Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora</b>	The Habitats Directive builds on the Birds Directive by protecting natural habitats and other species of wild plants and animals. Together with the Birds Directive, it underpins a European network of protected areas known as Natura 2000. This network includes SPA's classified under the Birds Directive	Although there are currently no designated sites in East Dunbartonshire under the Directive, The EU Habitats Directive outlines the requirement for the protection of specific habitats, as outlined in the Directive. These habitats are considered to be the highest priority for protection. The ATS

(EU Habitats Directive)	and a new set of international nature conservation areas introduced by the Habitats Directive, Special Areas of Conservation (SAC's).	should adhere to these requirements. The Strategy proposes to enhance active travel routes as part of the wider active travel network and green network in East Dunbartonshire and so will support the protection of these habitats.
<p>Directive 92/43/EEC establishing a framework for Community action in the field of water policy (The Water Framework Directive)</p>	<p>The Water Framework Directive aims to protect and improve the water environment in order to contribute to achieving sustainable development. It sets out specific objectives and targets for committed parties to work towards and achieve. The main objectives include:</p> <ul style="list-style-type: none"> <li>➤ Achieving 'Good' status across all water bodies by 2015.</li> <li>➤ The status achieved should not deteriorate</li> <li>➤ Protected area requirements should be met through the achievement of standards and objectives</li> <li>➤ Any identified increasing trends in pollutants in groundwater, specifically, should be remediated and reversed</li> <li>➤ A continuous and progressive reduction of pollution (particularly priority substances) in order to phase out hazardous substances and ultimately prevent/reduce pollution of groundwater.</li> </ul> <p>The Directive also sets the requirements for Member States to develop River Basin Districts and River Basin Management Plans for them.</p>	<p>The ATS should ensure that it complies with the requirements of the Directive by ensuring that projects do not increase the risk of flooding. In particular, the ATS should be mindful of protecting waterbodies such as the Forth and Clyde Canal to ensure that opportunities to enhance these networks do not result in the decline of water quality.</p>
<p>EU 2020 Biodiversity Strategy</p>	<p>The Strategy seeks to protect Europe's Biodiversity, and the ecosystem services it provides. The vision of the Strategy is <i>'By 2050, European Union biodiversity and the ecosystem services it provides – its natural capital – are protected, valued and appropriately restored for biodiversity's intrinsic value and for their essential contribution to human wellbeing and economic prosperity, and so that catastrophic changes caused by the loss of biodiversity are avoided'</i>. It establishes a framework for action which includes:</p> <ul style="list-style-type: none"> <li>➤ Conserving and Restoring Nature</li> <li>➤ Maintaining and Enhancing Ecosystems and their Services</li> <li>➤ Ensuring the sustainability of agriculture, fisheries and forestry</li> <li>➤ Combating invasive alien species</li> <li>➤ Addressing the global biodiversity crisis</li> </ul>	<p>The ATS will potentially play an important role in connecting habitats and biodiversity in East Dunbartonshire, and will help to contribute to the EU Biodiversity Strategy by showing its commitment to <i>managing and enhancing ecosystems and their services, and conserving and restoring nature</i>. Consideration of biodiversity as part of the ATS will provide further benefits to human health and wellbeing. The objectives of the ATS should consider, where possible, how it will adhere to the framework of actions set in the Biodiversity Strategy.</p>

National		
Climate Change (Scotland) Act (2009)	<p>The Climate Change (Scotland) Act commits the Scottish government to establishing a zero-carbon economy through the reduction of greenhouse gas emissions. Within the Act, a number of targets were set:</p> <ul style="list-style-type: none"> <li>➤ A 42% reduction in greenhouse gas emissions by 2020</li> <li>➤ An 80% reduction in emissions by 2050</li> </ul> <p>The Act intends Local Authorities to adhere to the requirements and targets set in order to contribute to Scotland's emission reduction progress as well as reductions locally.</p>	The proposed ATS will aims to identify and promote active travel opportunities which will contribute to the targets in reducing greenhouse gas emissions at a local level, while also maximising the benefits of climate change adaptation opportunities.
'Climate Ready Scotland'- Scotland's Climate Change Adaptation Programme	<p>The Programme addresses the impacts identified for Scotland in the UK Climate Change Risk Assessment (CCRA). It sets out the Scottish Ministers' objectives in relation to adaptation to climate change, and their proposals and policies for meeting those objectives. Aims include:</p> <ul style="list-style-type: none"> <li>➤ Ensuring a productive, healthy and diverse natural environment which is able to adapt to change, including promotion of green infrastructure and development of the ecosystem approach; and implementation of the Scottish Biodiversity Strategy</li> <li>➤ Ensuring well-managed, resilient infrastructure and buildings providing access to the amenities and services we need;</li> <li>➤ Ensuring strong, healthy, resilient communities which are well informed and prepared for a changing climate, including increased awareness of the importance of flood risk management</li> </ul>	The ATS should consider its role in contributing to achieving the aims set out by Climate Ready Scotland. In particular, the ATS will help achieve the aims related to a 'productive, health and diverse natural environment' and 'ensuring strong, healthy, resilient communities'.
Low Carbon Scotland- Meeting our Emissions Reduction Targets 2013-2027	'Low Carbon Scotland – Meeting our Emissions Reduction Targets 2013-27' is the second report on policies and proposals ('RPP2') that will contribute to reducing greenhouse gas emissions in Scotland. It was designed to address the duty placed on the Scottish Government by the Climate Change (Scotland) Act 2009 to provide policies and measures for addressing the need to reduce greenhouse gas emissions. In support of targets set to reduce emissions 42% by 2020 and by 80% by 2050 compared to 1990 levels, Low Carbon Scotland	The ATS should contribute to Low Carbon Scotland, and the targets set therein, by highlighting the role of the active travel network. The objectives of the Strategy should demonstrate the role of the active travel network and proposed opportunities in terms of promoting a modal shift within East Dunbartonshire away from car-based travel and contribute to achieving the targets set at a local level in line with this national legislation.

	focusses its vision on energy supply, homes and communities, business and the public sector, transport, rural land use and waste. Within the document, the benefits of a low carbon society are set out.	
<b>Wildlife and Countryside Act 1981</b>	The Wildlife and Countryside Act is the primary legislation for the protection of animals, plants and certain habitats in the UK. It sets out the requirements of protection and associated fines where the Act is not adhered to in relation to the specific species/habitats identified in the legislation. It requires any land that is identified as being of special interest by reason of any of its flora, fauna, geological or physiographical features to be classified as a Site of Special Scientific Interest (SSSI) and afforded certain protection against damaging measures.	The objectives of the ATS should be compliant with the Wildlife and Countryside Act as they will contribute to the requirements of the Act.
<b>Wildlife and Natural Environment (Scotland) Act 2011</b>	<p>The Act amends existing legislation relating to the protection of certain birds, species, habitats and activities, aiming to make law on wildlife and the natural environment more effective and proportionate. Issues covered in the Act include:</p> <ul style="list-style-type: none"> <li>➤ Deer management,</li> <li>➤ Species licencing,</li> <li>➤ Protected areas,</li> <li>➤ Game species,</li> <li>➤ Wildlife crime, and</li> <li>➤ Invasive Non-Native species.</li> </ul>	The Act highlights the requirements for a focussed effort to protect and manage certain species which should be translated through the ATS to ensure that its actions ensure the protection of species specific to East Dunbartonshire at a local level.
<b>The Protection of Badgers Act (1992)</b>	This Act specifies the requirement for the protection of Badgers in the UK which includes any offences that would disrupt, endanger or kill a badger sett.	The protection of badgers, and their habitats, will need to be considered in the ATS and the actions included in the Strategy and Action Plan should be considerate of the requirements of the Act.
<b>The Conservation (Natural Habitats &amp;c.) Regulations 1994 as amended</b>	The Habitats Regulations require competent authorities to carry out appropriate assessments in certain circumstances where a plan or project affects a Natura (European) site. Habitats Regulations Appraisal (HRA) refers to the whole process, including the appropriate assessment step.	In alignment with the biodiversity duty set by the Regulations, the ATS should ensure that the duty is considered for the protection and enhancement of biodiversity as part of the wider active travel network.
<b>Nature Conservation</b>	The Act places duties on public bodies in relation to the conservation of biodiversity, increases protection for Sites of Special Scientific Interest (SSSI),	Through the production of the ATS, East Dunbartonshire will contribute towards the requirements set out in the Act, which includes East

(Scotland) Act 2004	amends legislation on Nature Conservation Orders, provides for Land Management Orders for SSSIs and associated land, strengthens wildlife enforcement legislation, and requires the preparation of a Scottish Fossil Code.	Dunbartonshire showing its commitment to the duty as a public body. The ATS should demonstrate how it intends to ensure the protection of the sites set out in the Act through its action plan programme.
Scottish Biodiversity List	The Scottish Biodiversity List details the animals, plants and habitats determined to be of principle important for the conservation of biodiversity in Scotland. Its purpose is to guide public bodies in the protection of the species outlined in the List.	Through compliance the ATS will show its commitment to the Biodiversity Duty as full consideration will be given to listed species during the production of the Strategy, in particular the action programme. It is also important that the ATS considers the species in the List as well as showing its compliancy with the appropriate action needed to protect these species.
A Five Year Species Action Framework: Making a difference for Scotland's species (2007)	The Species Action Framework identifies certain species where targeted management action in Scotland is required. It highlights requirements for the protection of Scotland's species in order to secure their future through effective management.	The ATS would need to ensure that its objectives are sensitive to the requirements of the Framework to ensure that any actions and projects to improve the active travel network in East Dunbartonshire are mindful to protect and enhance, where possible, biodiversity.
UK Post-2010 Biodiversity Framework	The UK Post-2010 Biodiversity Framework succeeds the UK Biodiversity Action Plan 1994 and was developed in response to the Strategic Plan for Biodiversity 2011-2020 and the 20 Aichi Biodiversity Targets. The Framework details the requirements for the UK to achieve the Aichi Biodiversity Targets. The requirements needed by each of the 4 UK countries are outlined in terms to the activities needed to contribute to international obligations. The Framework reflects a revised direction for nature conservation.	The ATS should consider how its objectives will be compliant with the objectives and requirements of the UK Post-2010 Biodiversity Framework in order to show its commitment to achieving the targets and highlight the preferred actions which will contribute towards nature conservation in East Dunbartonshire.
Scottish Biodiversity Strategy 2004 (Scotland's Biodiversity: It's in Your Hands) and The 2020 Challenge for Scotland's Biodiversity (2013)	<p>The Scottish Government's Strategy document, published in 2004: <i>'Scotland's Biodiversity: It's in Your Hands'</i> has an aim to "conserve biodiversity for the health, enjoyment and wellbeing of the people of Scotland now and in the future." The Strategy represented Scotland's response to the Convention on Biological Diversity and the Scottish commitment to the UK Biodiversity Action Plan. This Strategy was later augmented by <i>The 2020 Challenge</i> in 2013 in response to new international targets and builds upon the original Strategy.</p> <p>The Vision of the Strategy is to present Scotland as a recognised world leader in biodiversity conservation by 2030 by involving everyone in order to appreciate the benefits and ensure that 'the nation is enriched'.</p> <p>The Scottish Biodiversity Strategy aims to:</p>	The objectives set out within the ATS should consider its role in supporting the targets set within The 2020 Challenge for Scotland's Biodiversity.

	<ul style="list-style-type: none"> <li>➤ Protect and restore biodiversity on land and in our seas, and to support healthier ecosystems.</li> <li>➤ Connect people with the natural world, for their health and wellbeing and to involve them more in decisions about their environment.</li> <li>➤ Maximise the benefits for Scotland of a diverse natural environment and the services it provides, contributing a sustainable economic growth.</li> </ul>	
<p>Scottish Forestry Strategy (2006)</p>	<p>There are 7 key themes to achieve the vision of the Scottish Forestry Strategy- <i>“By the second half of this century, people are benefiting widely from Scotland’s trees, woodlands and forests, actively engaging with and looking after them for the use and enjoyment of generations to come. The forestry resource has become a central part of our culture, economy and environment”</i>- which include:</p> <ul style="list-style-type: none"> <li>➤ Using forestry, and adapting forestry practices, to help reduce the impact of climate change and help Scotland adapt to its changing climate</li> <li>➤ Getting the most from Scotland’s increasing and sustainable timber resource</li> <li>➤ Strengthening forestry through business development to underpin sustainable forest management and support economic growth and employment across Scotland</li> <li>➤ Improving the quality of life and wellbeing of people by supporting community development across Scotland</li> <li>➤ Making access to, and enjoyment of, woodlands easier for everyone – to help improve physical and mental health</li> <li>➤ Protecting the environmental quality of our natural resources (water, soil, air) contributing to and improving our scenery, and helping to</li> </ul>	<p>The ATS has a role to play in terms of improving; encouraging and promoting the active travel network access East Dunbartonshire, including woodland assets and outdoor leisure opportunities. The ATS should consider the role of the forestry and woodland within East Dunbartonshire and ensure alignment with the Scottish Forestry Strategy. The action plan set out in the ATS should demonstrate how the Strategy will contribute to the protection, enhancement and management of existing forestry assets in East Dunbartonshire.</p>

	<p>make the most of our unique historic environment</p> <ul style="list-style-type: none"> <li>➤ Helping to restore, maintain and enhance Scotland's biodiversity, and increasing awareness and enjoyment of it.</li> </ul> <p>The outcomes of the Strategy include:</p> <ol style="list-style-type: none"> <li>1. Improved health and well-being of people and their communities</li> <li>2. Competitive and innovative businesses contributing to the growth of the Scottish economy</li> <li>3. High quality, robust and adaptable environment.</li> </ol>	
Land Reform (Scotland) Act 2003	<p>The Land Reform (Scotland) Act establishes the statutory rights related to access to land in Scotland for recreational, commercial and educational purposes. It also sets the provisions for Right of Way and Core Path Plans. The requirements for a Scottish Outdoor Code to be produced and implemented by SNH and local authorities.</p>	<p>The ATS will need to adhere to the requirements of the Land Reform (Scotland) Act. The requirements related to Rights of Way, Core Path Plans and access rights will be of particular importance for the ATS.</p>
Flood Risk Management (Scotland) Act 2009	<p>The Act provides a more sustainable and modern approach to flood risk management, taking in to account the impact of climate change. The Act will also create a more joined up and coordinated process to manage flood risk at a national and local level. Specific measures within the Flood Risk Management (Scotland) Act 2009 include:</p> <ul style="list-style-type: none"> <li>➤ A framework for coordination and cooperation between all organisations involved in flood risk management;</li> <li>➤ Assessment of flood risk and preparation of flood risk management plans;</li> <li>➤ New responsibilities for SEPA, Scottish Water and Local Authorities in relation to flood risk management;</li> </ul>	<p>The Act is likely to influence the ATS particularly regarding the action programme for the Strategy by promoting actions to mitigate any identified flooding risks through appropriate management.</p>



	<ul style="list-style-type: none"> <li>➤ A revised, streamlined process for flood protection schemes;</li> <li>➤ New methods to enable stakeholders and the public to contribute to managing flood risk, and;</li> <li>➤ A single enforcement authority for the safe operation of Scotland's reservoirs.</li> </ul>	
River Basin Management Plan for Scotland	Produced as a result of the requirements of the Water Framework Directive, the River Basin Management Plan for Scotland sets out a Plan for integrating land and water management for effective protection and improvement to the water environment in Scotland. The Plan details the current condition of waterbodies and sets objectives to be achieved by 2015 and beyond to prevent deterioration.	The RBMP is an important consideration in the development of the ATS. The requirements of the RBMP should be taken into account within the Strategy and should express its commitment to meeting the targets for the waterbodies in East Dunbartonshire.
National Planning Framework 3	The National Planning Framework 3 is the Scottish Government's Strategy for the long term development of Scotland's towns, cities and the countryside. The NPF3 supports four main themes: <i>A successful, sustainable place; a low carbon place; a natural, resilient place; and a connect place.</i>	The ATS should recognise and support the requirements of the main themes set out within the Framework. The ATS will show a commitment to the four main aims of the NPF3, particularly a natural, resilient place and a connected place.
Scottish Planning Policy (SPP)	<p>The consolidated SPP provides a shorter, clearer and more focused statement of national planning policy. The SPP and NPPG series has been replaced by a single SPP. As part of the commitment to proportionate and practical planning policies, the Scottish Government has rationalised national planning policy.</p> <p>The SPP sets out:</p> <ul style="list-style-type: none"> <li>➤ the Scottish Government's view of the purpose of planning,</li> <li>➤ the core principles for the operation of the system and the objectives for key parts of the system,</li> <li>➤ statutory guidance on sustainable development and planning under Section 3E of the Planning etc. (Scotland) Act 2006,</li> <li>➤ concise subject planning policies, including the implications for</li> </ul>	<p>The ATS will need to consider the requirements of SPP throughout its development, including the impact of development of active travel routes and use of the wider network for biodiversity, habitats and path networks within East Dunbartonshire. The Strategy will contribute to and be influenced by a number of subject policies set out within the SPP in relation to:</p> <ul style="list-style-type: none"> <li>➤ Valuing the Natural Environment</li> <li>➤ Maximising the Benefits of Green Infrastructure</li> <li>➤ Promoting Sustainable Transport and Active Travel</li> </ul>

	<p>development planning and development management, and</p> <ul style="list-style-type: none"> <li>➤ The Scottish Government's expectations of the intended outcomes of the planning system.</li> <li>➤ Principal policies (sustainability and placemaking)</li> <li>➤ A commitment to the four themes set out in the NPF3.</li> </ul> <p>Alongside policy on development plans, development management, community engagement, sustainable development, climate change and sustainable economic growth, the SPP sets out policies related to the delivery of low carbon communities and natural heritage. It also supports the development of green networks for the protection or enhancement of connectivity and habitats.</p>	
<p>Scottish Government National Outcomes (2007)</p>	<p>Fifteen National Outcomes were set for the Scottish Government, and were updated in 2011. These include:</p> <ul style="list-style-type: none"> <li>➤ We live in a Scotland that is the most attractive place for doing business in Europe.</li> <li>➤ We realise our full economic potential with more and better employment opportunities for our people.</li> <li>➤ We are better educated, more skilled and more successful, renowned for our research and innovation.</li> <li>➤ Our young people are successful learners, confident individuals, effective contributors and responsible citizens.</li> <li>➤ Our children have the best start in life and are ready to succeed.</li> <li>➤ We live longer, healthier lives.</li> <li>➤ We have tackled the significant inequalities in Scottish society.</li> <li>➤ We have improved the life chances for children, young people and families at risk.</li> <li>➤ We live our lives safe from crime, disorder and danger.</li> <li>➤ We live in well-designed, sustainable places where we are able to access the amenities and services we need.</li> <li>➤ We have strong, resilient and supportive communities where people take responsibility for their own actions and how they affect others.</li> <li>➤ We value and enjoy our built and natural environment and protect it and enhance it for future generations.</li> <li>➤ We take pride in a strong, fair and inclusive national identity.</li> <li>➤ We reduce the local and global environmental impact of our</li> </ul>	<p>The ATS should contribute towards each of the National Outcomes, where possible. The National Outcomes particularly relevant to the ATS, although not limited to, include:</p> <ul style="list-style-type: none"> <li>➤ Our young people are successful learners, confident individuals, effective contributors and responsible citizens</li> <li>➤ We live longer, healthier lives</li> <li>➤ We have tackled the significant inequalities in Scottish society</li> <li>➤ We live in well-designed, sustainable places where we are able to access the amenities and services we need</li> <li>➤ We have strong, resilient and supportive communities where people take responsibility for their own actions and how they affect others</li> <li>➤ We value and enjoy our built and natural environment and protect it and enhance it for future generations</li> <li>➤ We take pride in a strong, fair and inclusive national identity</li> <li>➤ We reduce the local and global environmental impact of our consumption and production</li> </ul>

	<p>consumption and production.</p> <ul style="list-style-type: none"> <li>➤ Our people are able to maintain their independence as they get older and are able to access appropriate support when they need it.</li> <li>➤ Our public services are high quality, continually improving, efficient and responsive to local people's needs.</li> </ul>	
Cycling Action Plan for Scotland (2013)	<p>The Cycling Action Plan for Scotland sets out 19 actions to achieve the vision set by the Scottish Government and Transport Scotland that <i>"by 2020, 10% of everyday journeys taken in Scotland will be by bike"</i>. The 19 actions are:</p> <ul style="list-style-type: none"> <li>➤ Establish an annual national cycling summit involving the Minister for Scotland and local authority Heads of Transportation and relevant Committee Convenors, to lead delivery and gauge progress.</li> <li>➤ Develop for each local area the strategic approach to supporting functional cycling (and active travel more broadly), mapping the appropriate infrastructure improvements required along with supporting promotional work to achieve tangible changes in travel choices.</li> <li>➤ Continue to promote a national training programme on cycling-integration design and best practice to planners, designers and engineers, through the delivery of accredited modules such as Making Cycling Mainstream, and promote the use of planning policy - Designing Streets, Cycling by Design cycle guidance and Smarter Choices, Smarter Places good practice.</li> <li>➤ Continue to develop and maintain community links – i.e., high quality, local infrastructure to support active travel (routes and public realm improvements) particularly in urban areas where high levels of cycling can be achieved, along with associated infrastructure such as cycle parking facilities at key destinations including schools, bus and rail stations, shopping areas and workplaces.</li> <li>➤ Continue to develop and maintain the National Cycle Network to provide long distance cycling routes, connecting rural communities and promoting tourism.</li> <li>➤ Develop better integration with public transport, through partnership working with interests such as rail and bus/coach operators and RTPs.</li> <li>➤ Establish the Cycle Hub at Stirling Station as a pilot and evaluate it pilot for potential wider roll-out at other railway stations.</li> <li>➤ Promote the implementation of 20 mph schemes in all residential</li> </ul>	<p>With access forming a considerable focus for the ATS, the objectives of the Strategy should demonstrate links that will complement the actions set by the Cycling Action Plan. In doing so, EDC will show a commitment to increasing bike journeys to meet Scottish Government targets.</p>

	<p>areas and share best practice across the country.</p> <ul style="list-style-type: none"> <li>➤ Develop and deliver a 'Mutual Respect' Campaign for all road users (complementing the 'Give Me Cycle Space' campaign aimed at drivers).</li> <li>➤ Continue the roll-out of Bikeability Scotland cycle training through schools, steadily expanding participation, particularly in on-road training (Bikeability level 2). Develop and promote support for this, including volunteer-led delivery and parental involvement.</li> <li>➤ Develop Adult Cycle Training resources, building on Bikeability Scotland standards, including an essential skills module as a pilot for potential roll-out nationwide.</li> <li>➤ Promote and support community-led cycling initiatives, through signposting resources and providing support for projects that will promote cycling participation in an inclusive, accessible way. Evaluate the delivery of the Cycle Friendly Communities Fund programme to date and promote the learning to further develop approaches to supporting communities.</li> <li>➤ Continue to promote projects which encourage primary school pupils to continue cycling when progressing to secondary schools, such as I-Bike and delivery of Bikeability Scotland level 3.</li> <li>➤ Promote cycling for young people more broadly, for leisure or travel, for fun, health and sport, through the promotion of cycling activities, events and led cycle rides.</li> <li>➤ Develop approaches to promoting access to bikes – e.g., develop Bike Library schemes for schools and communities to promote access to bikes in areas of low cycle use or deprivation, as taster cycling sessions.</li> <li>➤ Encourage all employers across all sectors to become Cycle Friendly (e.g., by offering support for workplace cycling facilities and promotional resources, active travel champions, travel planning).</li> <li>➤ Develop follow-up work from the Smarter Choices, Smarter Places evaluation report, applying learning to encourage active travel as part of community-based sustainable transport promotion.</li> <li>➤ Report annually on an appropriate suite of national indicators to inform the national picture of cycling participation.</li> <li>➤ Develop local monitoring, using data from local cycle counts and</li> </ul>	
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	surveys etc., with support from national delivery bodies to develop a coordinated approach to data collection.	
Active Travel, Active Scotland: Our Journey To A Sustainable Future (2012)	<p>Our vision is for walking and cycling to be the natural choice for short journeys, creating a healthier, socially inclusive, economically vibrant, environmentally friendly Scotland.</p> <p>To realise our vision:</p> <ul style="list-style-type: none"> <li>➤ We need championing – by politicians, local councillors, heads of transport, public health directors and others – to advocate active travel.</li> <li>➤ We need to achieve more creative and appropriate use of existing transport budgets to allocate more to active travel schemes on the basis that they clearly deliver better value for money than most traditional schemes.</li> <li>➤ We need to invest in people and places, not modes of transport.</li> <li>➤ We need to develop better partnership working to help align policy objectives and to achieve common outcomes and benefits.</li> <li>➤ We need more holistic and effective planning and appraisal systems that truly recognise the benefits walking and cycling schemes bring.</li> </ul>	Throughout the development of the ATS, the focus of creating a sustainable future and culture and behavioural change throughout East Dunbartonshire in terms of promoting the benefits and enhancing the active travel network will need to be in line with the vision set out within the Active Travel, Active Travel Scotland document.
A Long-Term Vision for Active Travel in Scotland 2030 (2014)	<p>Scotland's communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys.</p> <p>This helps people make healthy living choices and assists in delivering places that are happier, more inclusive and equal, and more prosperous. Travelling by foot or cycle, or with a personal mobility aid such as a scooter, is a realistic option for all local journeys as individuals.</p> <p>People are confident to walk and cycle more often and they value and use their local transport networks (streets, roads and path networks), which offer safe, high quality, realism and predictable journey options for active travel.</p> <p>Objectives:</p> <ul style="list-style-type: none"> <li>➤ Better health and safer travel for all</li> <li>➤ Reducing inequalities</li> <li>➤ Cutting carbon emissions and other pollution</li> </ul>	With active travel provision and accessibility forming the main focus for the ATS, the objectives of the Strategy should demonstrate long-term strategic thinking and links that will complement the actions set by the Long-Term Vision for Active Travel in Scotland in order to meet Scottish Government targets.

	➤ Delivering Liveable, more pleasant communities	
Scotland's National Transport Strategy	As Scotland's strategy for the long-term future of transport, one of the three key issues it outlines is to reduce transport-related emissions in order to establish a future which relies upon sustainable transport.	Transport is one of the main contributors of air pollution in East Dunbartonshire. The ATS will focus on the active travel network throughout East Dunbartonshire and opportunities as one of the areas to be addressed in order to improve air quality, alongside the Local Transport Strategy and emerging Green network Strategy. Consequently, the ATS will contribute to the NTS objective of reducing emissions and improving air quality.
Scottish Outdoor Access Code	<p>The Scottish Outdoor Access Code provides detailed guidance on the responsibilities set out within the Land Reform (Scotland) Act. The main principles laid out in the Code are:</p> <ul style="list-style-type: none"> <li>➤ Respect the interests of other people</li> <li>➤ Care for the environment</li> <li>➤ Take responsibility for your own actions</li> </ul>	The ATS should ensure that the principles of the Outdoor Access Code are integrated within the Strategy as part of identifying opportunities to enhance the active travel network throughout East Dunbartonshire.
Let's Get Scotland Walking – A National Walking Strategy	<p>The National Walking Strategy is a key element to delivering the National Physical Activity Implementation Plan. Its vision <i>is a Scotland where everyone benefits from walking as part of their everyday journeys, enjoys walking in the outdoors and where places are well designed to encourage walking.</i></p> <p>The 3 strategic aims are:</p> <ul style="list-style-type: none"> <li>➤ Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being</li> <li>➤ Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone</li> <li>➤ Enable easy, convenient and safe independent mobility for everyone.</li> </ul>	The development of the ATS will ensure that the aims of the National Walking Strategy are contributed to. The ATS will present a number of different opportunities to encourage walking in East Dunbartonshire.

<p>Let's Make Scotland More Active: A Strategy for Physical Activity (2003)</p>	<p>Strategy Vision – <i>‘People in Scotland will enjoy the benefits of having a physically active life’</i></p> <p>Strategy Goal – <i>‘To increase and maintain the proportion of physically active people in Scotland’</i></p> <p>Strategic Objectives</p> <ul style="list-style-type: none"> <li>➤ To develop and maintain long-lasting, high-quality physical environments to support inactive people to become active.</li> <li>➤ To provide accurate and evidence-based advice to staff who are involved in government policy and service delivery and who work in the voluntary and private sectors.</li> <li>➤ To raise awareness and develop knowledge and understanding about the benefits of physical activity and provide access to information.</li> <li>➤ To carry out research, monitoring and evaluation.</li> </ul>	<p>The development of the ATS will ensure that the aims of the National Strategy for Physical Activity are contributed to. The Strategy will present and promote a number of different opportunities to encourage walking and active travel throughout East Dunbartonshire together with highlighting the leisure and sport facilities to increase physical activity statistics in the area.</p>
<p>Scottish Historic Environment Policy (SHEP) 2011</p>	<p>SHEP sets out the main principles and policies that will guide the management and enhancement of the historic environment for Scotland in support of the national outcome that <i>‘we value and enjoy our built and natural environment and protect and enhance it for future generations’</i>.</p> <p>The aims of SHEP are to:</p> <ul style="list-style-type: none"> <li>➤ Realise the full potential of the historic environment as a resource – cultural, educational, economic and social – across every part of Scotland and for all the people;</li> <li>➤ Make the best use of the historic environment to achieve their wider aims of economic and social regeneration;</li> <li>➤ Identify the many aspects of our environment and protect and manage them in a sustainable way to secure their long-term survival and preserve their embodied energy;</li> <li>➤ Understand fully all aspects of the historic environment, and their condition and inter-relationships;</li> <li>➤ Broaden access to the historic environment and break down intellectual physical and economic barriers;</li> <li>➤ Ensure that effective systems underpinned by appropriate legislation</li> </ul>	<p>The ATS will contribute to the aims of SHEP by encouraging appropriate management, use and access in terms of the active travel network, which will encompass historical assets within East Dunbartonshire. It is likely that enhancements to the active travel network will provide benefits for the historic environment including visual amenity and improved access. Conversely, management and enhancement of the historic environment is likely to promote knowledge and use of the surrounding active travel network.</p>

	and information are in place to conserve and manage the historic environment.	
Good Places, Better Health (2008)	<p>Good Places, Better Health recognises the role of the physical environment for improving health inequalities and highlights the need to improve connections between these two factors. It supports five of the national outcomes:</p> <ul style="list-style-type: none"> <li>➤ Our children have the best start in life and are ready to succeed</li> <li>➤ We live longer, healthier lives</li> <li>➤ We have tackled the significant inequalities in Scottish society</li> <li>➤ We live in well-designed, sustainable places where we are able to access the amenities and services we need</li> <li>➤ We value and enjoy our built and natural environment and protect and enhance it for future generations.</li> </ul>	Through the opportunities that will be identified in in the ATS, the Strategy will show its commitment improving health and wellbeing in East Dunbartonshire. The ATS will demonstrate how the physical environment is vital for improving health and wellbeing.
Equally Well (2008)	<p>In order to drive a vision to improve health inequalities in Scotland, the key principles include:</p> <ul style="list-style-type: none"> <li>➤ Improving the whole range of circumstances and environment that offer opportunities to improve people's life circumstances and hence their health</li> <li>➤ Addressing the inter-generational factors that risk perpetuating Scotland's health inequalities from parent to child, particularly by supporting the best possible start in life for all children in Scotland</li> <li>➤ Engaging individuals, families and communities most at risk of poor health in services and decisions relevant to their health</li> <li>➤ Delivering health and other public services that are universal, but also targeted and tailored to meet the needs of those most at risk of poor health. We need to prevent problems from arising in the future, as well as addressing them if they do.</li> </ul>	The ATS should demonstrate its commitment to improving health inequalities at a local level in East Dunbartonshire. It is likely that by enhancing the active travel network for benefits related to biodiversity and improvements in accessing the environment for local communities, there will also be notable health benefits as a result.

Regional		
Glasgow and Clyde Valley Landscape Assessment (1999)	<p>The GCV Landscape Assessment report undertook an assessment of landscape character in the Glasgow and Clyde Valley area including Glasgow, West Dunbartonshire, East Dunbartonshire, Renfrewshire, East Renfrewshire, North Lanarkshire, South Lanarkshire and Inverclyde. The purpose of the document is to:</p> <ul style="list-style-type: none"> <li>➤ Provide a detailed description and analysis of the study area in</li> </ul>	The findings of the Landscape Assessment are a key consideration for the ATS as it will need to be taking into account to ensure that the development of the ATS action plan, and its integration, notes the different landscape typologies within East Dunbartonshire and develops actions that are sensitive to the local landscape.



	<p>written, diagrammatic and map form;</p> <ul style="list-style-type: none"> <li>➤ Identify the extent to which each landscape character type is due to human influences or natural processes;</li> <li>➤ Outline the physical and ecological as well as the cultural and human influences which have helped shape the landscape within the study area;</li> <li>➤ Outline the key features of the landscape which contribute to their character, including a broad assessment of their contribution to that character;</li> <li>➤ Identify and describe each distinct character area within the study area based on factors such as the shape, scale and diversity of the landscape, including the visual experience of that landscape and its sensory qualities;</li> <li>➤ Consider the historic landscape which should be integrated throughout the report, describing those historical features which are characteristic and make a contribution to the landscape character;</li> <li>➤ Consider the likely and existing pressures and opportunities for landscape change, assess each character area's sensitivity and robustness to landscape change, and identify those elements of the landscape which are most prone to change;</li> <li>➤ Identify the links between urban areas and their surroundings, both visually and in recreational terms and assess how the surrounding area acts as a setting for the urban area;</li> <li>➤ Prepare management guidelines for each landscape character type during Phase 2 of the project.</li> </ul>	
<p>Glasgow and Clyde Valley Strategic Development Plan (SDP)</p>	<p>The Scottish Ministers approved, with modifications, the Glasgow and the Clyde Valley Strategic Development Plan on 29.5.12.</p> <p>The SDP together with the LDP forms the Development Plan in city region areas. It is prepared under Scottish Parliamentary Law, the Planning etc. (Scotland) Act 2006 and the Town and Country Planning (Scotland) Act 1997.</p> <p>The key aim of the SDP is to set out a long term Spatial Vision and related spatial development strategy. This will determine the future geography of development in the city region to 2035, which will support economic</p>	<p>The SDP provides the overall geographical framework for development in the Glasgow and Clyde Valley Region. The ATS should consider the role of the active travel network network in East Dunbartonshire for achieving the objectives set by the SDP, particularly those pertaining to sustainability and emission reduction targets.</p>

	<p>competitiveness &amp; social cohesion, set within a sustainable environmental approach. It is about creating quality of place by focusing on the continued regeneration and transformation of the city region's communities whilst securing positive action on its key asset, its natural environment. It seeks to minimise the development and carbon footprints of the city region, meet climate change emissions targets and above all, support a drive towards a sustainable low carbon economy. It recognises the green network as a key environmental component for addressing the range of objectives in the SDP.</p>	
<p>Glasgow and Clyde Valley Forestry and Woodland Strategy</p>	<p>The Strategy recognises the role of trees, woods and forests as essential to the environment, livelihood and culture. It also supports the delivery of woodland based opportunities as part of the wide green network in the Glasgow and Clyde Valley region and establishes a framework to guide local level interventions.</p> <p>It aims to <i>'increase the economic, social and environmental contribution that forests and woodlands make to Glasgow and the Clyde Valley. This requires us to make the most of both our existing woodlands and to created opportunities for new ones where they add most value to the environment, local communities and society as a whole'</i>. The Vision is intended to be delivered with a 25 year life span.</p>	<p>The ATS should support the vision of the Glasgow and Clyde Valley Forestry and Woodland Strategy. It should consider the role of woodland and forestry in East Dunbartonshire and the role this can play in integrating with the Strategy objectives in order to align with the aims of the GCV Forestry and Woodland Strategy.</p>
<p>Clyde and Loch Lomond Flood Risk Management Plan (Draft)</p>	<p>The draft Clyde and Loch Lomond Flood Risk Management Plan provides a short overview of the Local Plan District and the flood risk authorities involved (of which there are 16 local authorities that are completely within or overlapping the district boundary; Argyll and Bute Council, Dumfries and Galloway Council, East Ayrshire Council, East Dunbartonshire Council, East Renfrewshire Council, Falkirk Council, Glasgow City Council, Inverclyde Council, North Ayrshire Council, North Lanarkshire Council, Renfrewshire Council, Scottish Borders Council, South Lanarkshire Council, Stirling Council, West Dunbartonshire Council and West Lothian Council).</p> <p>The Plan sets out actions for flood risk management within the Clyde and Loch Lomond District, which are summarised separately for each District. The overall objective of the Plan is to <i>reduce overall flood risk</i>. To achieve this general objective, a set of actions are outlined:</p> <p>➤ Self-help – individuals have the responsibility for protecting</p>	<p>Although the Clyde and Loch Lomond Flood Risk Management Plan (C&amp;LLFRMP) is currently only at a consultation stage, it will be an important consideration for the ATS once it is fully implemented, particularly since East Dunbartonshire lies within or overlapping the district boundary of the C&amp;LLFRMP. The ATS should consider the impacts of the actions discussed in the C&amp;LLFRMP.</p>

	<p>themselves and their property from flooding</p> <ul style="list-style-type: none"> <li>➤ Awareness raising – SEPA and the responsible authorities have a duty to raise public awareness of flood risk</li> <li>➤ Flood forecasting</li> <li>➤ Emergency planning and response</li> <li>➤ Watercourse maintenance/clearance and repair</li> <li>➤ Maintenance/asset management</li> </ul> <p>In addition to the general objective and actions for the management of floods in the Clyde and Loch Lomond district, Potentially Vulnerable Areas (PVA) have been identified, each with a set of objectives and potential actions for the delivery of the Plan. PVA 11/04 Kilsyth to Bearsden – North of Glasgow City is relevant to the area of East Dunbartonshire.</p>	
<p><b>Antonine Wall Management Plan 2014-19</b></p>	<p>The Management Plan sets out the significance of the proposed Antonine Wall World Heritage Site, and provides a vision and a framework for an integrated and consensual approach to the management of the Site while ensuring outstanding universal values are conserved.</p> <p>The Plan's long term aims for 2014-44 are:</p> <ul style="list-style-type: none"> <li>➤ Safeguard and enhance the Outstanding Universal Value of the World Heritage Site by managing, conserving and protecting the Site and its cultural and natural landscape setting</li> <li>➤ Promote awareness and understanding of this Outstanding Universal Value to local, regional, national and global audiences by improving physical and intellectual accessibility</li> <li>➤ Realise the World Heritage Site's full potential as an education and learning resource</li> <li>➤ Build strong structural and organisational partnerships with local, national and international organisations; strengthen engagement with local communities; and contribute to sustainable economic growth</li> <li>➤ Balance wider environmental concerns in the sustainable management of the World Heritage Site</li> <li>➤ Increase research opportunities nationally and internationally and use this new research to underpin work to protect and promote the World Heritage Site.</li> </ul>	<p>The ATS will need to consider the requirements set out in the Antonine Wall Management Plan to ensure the protection and conservation of the WHS within East Dunbartonshire. It should ensure that any actions proposed within the Strategy are sensitive to the setting and value of the Antonine Wall WHS.</p>

<p><b>Antonine Wall World Heritage Site and Buffer Zone Supplementary Planning Guidance (SPG) 2011 - 2016</b></p>	<p>The area that is covered by the SPG includes Falkirk, North Lanarkshire, Glasgow City, West Dunbartonshire and East Dunbartonshire.</p> <p>The policy emphasis of the SPG is upon protection and conservation of the authenticity and integrity (and the Outstanding Universal Value underpinning its inscription) of the World Heritage Site.</p>	<p>As above.</p>
<p><b>Neighbouring Authority Strategic Actions</b></p>	<p>The neighbouring authorities to which this would relate include:</p> <ul style="list-style-type: none"> <li>➤ West Dunbartonshire Council</li> <li>➤ Stirling Council</li> <li>➤ North Lanarkshire Council and</li> <li>➤ Glasgow City Council</li> </ul> <p>This will include documents that could potentially impact on East Dunbartonshire, for example:</p> <ul style="list-style-type: none"> <li>➤ Local Plan (Local Development Plans)</li> <li>➤ Local Biodiversity Action Plans</li> <li>➤ Local Transport Strategies</li> <li>➤ Active Travel Strategies</li> <li>➤ Green Network Strategies</li> </ul>	<p>The ATS will need to consider neighbouring authorities strategic plans in the development of the Strategy. This is particularly important where active travel routes and networks cross boundaries into other local authorities, such as Mugdock Country Park which is part of Stirling Council.</p>
<p><b>Dunbartonshire Local Biodiversity Action Plan – Dunbartonshire Biodiversity Partnership 2010-2013</b></p>	<p>The LBAP was developed between West and East Dunbartonshire in order:</p> <ul style="list-style-type: none"> <li>➤ To conserve species and habitats in Dunbartonshire that are considered vulnerable or threatened on a local or national basis, and in turn to contribute to conservation of our global biodiversity</li> <li>➤ To promote awareness of our local natural resources</li> <li>➤ To promote community engagement in, and ownership of, the practical conservation of our natural resources</li> <li>➤ To promote sustainable and wise use of our natural resources</li> </ul>	<p>The ATS will recognise the importance of biodiversity in the wider Dunbartonshire area and will seek to prevent adversities on species and habitats by encouraging the use of and enhancement of the active travel network and ultimately improve air quality.</p>

Local		
<p><b>EDC Community</b></p>	<p>EDC Vision:</p>	<p>The delivery of the ATS will contribute to the SOA for East Dunbartonshire. In particular:</p>

<b>Planning Partnership - Single Outcome Agreement (2014-2017)</b>	<ul style="list-style-type: none"> <li>➤ Working together to achieve the best with the people of East Dunbartonshire</li> </ul> <p>Local Outcomes:</p> <ul style="list-style-type: none"> <li>➤ East Dunbartonshire has an expanding economy with a competitive and diverse business and retail base</li> <li>➤ Our people are equipped with knowledge, skills and training to enable them to progress to employment</li> <li>➤ Our children and young people are safe, healthy and ready to learn</li> <li>➤ East Dunbartonshire is a safe and sustainable environment in which to live, work and visit</li> <li>➤ Our people and communities enjoy increased physical and mental wellbeing and health inequalities are reduced</li> <li>➤ Our older population are supported to enjoy a high quality of life and our more vulnerable citizens, their families and carers benefit from effective care and support services.</li> </ul>	<ul style="list-style-type: none"> <li>➤ East Dunbartonshire has an expanding economy with a competitive and diverse business and retail base</li> <li>➤ Our people are equipped with knowledge, skills and training to enable them to progress to employment</li> <li>➤ East Dunbartonshire is a safe and sustainable environment in which to live, work and visit</li> <li>➤ Our people and communities enjoy increased physical and mental wellbeing and health inequalities are reduced</li> </ul>
<b>Local Plan 2 2011-2016</b>	<p>The Local Plan 2 is primarily concerned with the use and development of land in East Dunbartonshire. The Plan contributes towards sustainable development by providing clear guidance on what developments will be acceptable and where they will be permitted.</p>	<p>The ATS will be in line with Local Plan 2 particularly related to the promotion of sustainable development and the integration of the active travel network throughout East Dunbartonshire and the Councils sustainable transport policy.</p>
<b>Local Development Plan (2016)</b>	<p>The emerging LDP for East Dunbartonshire sets the framework for the growth and development of East Dunbartonshire up to 2025 and beyond and establishes a presumption in favour of development that contributes to sustainable development as defined in Scottish Planning Policy (2014).</p>	<p>As above- the emerging LDP is currently a material consideration.</p>
<b>Local Transport Strategy (2013-2017)</b>	<p>The LTS sets out the objectives, strategy and transport actions and interventions for East Dunbartonshire Council. The principal transport objectives include:</p> <ul style="list-style-type: none"> <li>➤ Delivering a safe transport network across all modes;</li> <li>➤ Improving the health and wellbeing of the community through promoting sustainable travel and attractive well designed streets and/or active travel routes throughout East Dunbartonshire;</li> <li>➤ Improving the accessibility of services, facilities and businesses in East</li> </ul>	<p>There is a direct link between ATS and LTS within East Dunbartonshire. The ATS will include improvements and enhancement opportunities for the active travel network in line with the active travel objectives and principles within the LTS, with the goal of improving air quality throughout East Dunbartonshire by encouraging a modal shift towards active travel alternatives.</p>



	<p>Dunbartonshire, which promote social inclusion;</p> <ul style="list-style-type: none"> <li>➤ Delivering reliable and efficient public transport services through close working with key transport partners and providers in order to achieve modal shift;</li> <li>➤ Ensuring that existing roads and footways are maintained incorporating high environmental and design standards;</li> <li>➤ Developing a transport network that supports both the local and wider region through delivering sustainable economic growth and travel, while conserving and enhancing the natural and historic environment where possible; and</li> <li>➤ Ensuring that the impacts from transportation on the environment and air quality are mitigated in order to work towards the targets set out in the Climate Change Act 2008.</li> <li>➤ Measures to reduce emissions from regional emission sources</li> <li>➤ Measures to reduce receptor exposure to poor air quality</li> <li>➤ Measures to prevent new emissions sources or minimise growth of emissions in the future.</li> </ul>	
EDC Core Path Plan	<p>The East Dunbartonshire Council Core Path Plan objectives are:</p> <ul style="list-style-type: none"> <li>➤ To improve the health and wellbeing of our communities by delivering a path network that gives everyone opportunities for uncomplicated everyday physical exercise,</li> <li>➤ To support the reduction of traffic congestion and pollution by providing everyone with opportunities to make journeys on foot and by bike,</li> <li>➤ To support local business by bringing visitors to the area, using our key routes such as the West Highland Way, the Forth and Clyde Canal and the Campsie Hills as destinations, linked with encouraging walking and cycling, and</li> <li>➤ To support good farming and land management and minimise irresponsible behaviour by proactively managing access to the countryside.</li> </ul>	<p>The Core Path Plan promotes the enhancement of the wider countryside in East Dunbartonshire, with a particular focus around the natural environment and the associated benefits of improvements to these assets. Issues related to access will be directly addressed within the ATS and opportunities will be highlighted to improve the active travel network. As such, the objectives of the Strategy will be aligned with those in the Core Path Plan. In addition, the different network and core paths identified in the CPP will be an important consideration when developing the Strategy and enhancement measures and action for the ATS.</p>
East Dunbartonshire Sustainable Development Strategy	<ul style="list-style-type: none"> <li>➤ To promote a strong local economy</li> <li>➤ To ensure the social wellbeing of everyone in the community</li> <li>➤ To protect the natural environment</li> </ul>	<p>The ATS will contribute, in parallel, to the aims of the Sustainable Development Strategy. In particular, the ATS should show its commitment to the sustainable use of the natural environment to ensure that it is protected. The ATS should also take into account the emerging EDC Sustainability and</p>

(2004)	The Sustainable Development Strategy for East Dunbartonshire will be replaced by the Sustainability and Climate Change Framework over the course of the preparation of the LBAP.	Climate Change Framework once it has been implemented.
EDC Open Space Strategy 2015 - 2020	<p>The Open Space Strategy sets a framework for current and future open space provision in East Dunbartonshire, which includes an updated Audit. The OSS will contribute to SPP, NPF3 and the Central Scotland Green Network as a tool to:</p> <ul style="list-style-type: none"> <li>➤ Improve the management structures and practices;</li> <li>➤ Help ensure that the Council has a clear strategic direction to its open space investment and asset management;</li> <li>➤ Establish requirements for new open space from development proposals together with the scale and nature of any planning obligations; and</li> <li>➤ Contribute to meeting the objectives of the Single Outcome Agreement.</li> </ul>	The ATS will contribute to the aims of the Open Space Strategy. Both are aligned in terms of expected outcomes to improve open spaces and there accessibility throughout East Dunbartonshire and meeting the SOA targets. Improvements to the active travel network, as expressed in the OSS, will be addressed specifically through the ATS.
EDC Local Biodiversity Action Plan 2016-2020	<p>East Dunbartonshire Council are in the process of developing a Local Biodiversity Action Plan which will play an important role in contributing towards the national targets for biodiversity set out by the Scottish Biodiversity Strategy (SBS) to prevent further biodiversity loss and restore the essential services for a healthy natural environment by 2020. The targets of the SBS are due to be updated in 2020. As a result it is proposed the LBAP will run from 2016-2020 and then be reviewed to reflect any changes emerging from the review of the SBS targets. The proposed outcomes of the Plan are:</p> <ul style="list-style-type: none"> <li>➤ Biodiversity in East Dunbartonshire is protected and enhanced with clear evidence for the reversal or slowing of decline</li> <li>➤ Improved health and quality of life for the people of East Dunbartonshire, through protection and enhancement of greenspaces, protected areas, nature and landscapes</li> <li>➤ The intrinsic value and importance of East Dunbartonshire's biodiversity and the additional social and economic benefits it provides are understood by all</li> <li>➤ Ecosystems in East Dunbartonshire are healthy and functioning well so they are able to provide ecosystem services to residents and businesses</li> </ul>	The LBAP and the ATS will be developed in parallel, and due to a direct link between biodiversity and the enhancement of East Dunbartonshire's active travel network, the ATS should demonstrate an alignment between the objectives for the Strategy and the LBAP.
The Campsies: A	The Campsies Action Plan is a key document for a number of local authorities to which the Campsie Fells are a significant landscape feature; Stirling Council,	The Campsie Fells is significant to the landscape of East Dunbartonshire. There is significant potential to integrate the actions of the ATS with the


<p><b>Strategic Review and Action Plan (2011)</b></p>	<p>East Dunbartonshire Council, North Lanarkshire Council and Falkirk Council. The purpose and vision of the Action Plan is:</p> <p><i>‘Contributing towards realising sustainable economic, social and ecological development in the Campsies through the delivery of strategically significant actions and initiatives. These should support communities living and working within the Campsies, promote responsible access for all, develop visitor interest, use and understanding of the mixed land use resource whilst conserving the area’s landscape, biodiversity and geodiversity features’.</i></p> <p>The Action Plan is focused around <i>access, tourism and recreation, marketing, economic development and business support</i>, and <i>biodiversity and geodiversity</i> as key themes to meet the objectives and vision of the Plan over a 10 year timescale.</p>	<p>actions set out in the Campsies Action Plan in terms of protecting and enhancing East Dunbartonshire’s natural environment. The ATS should reflect East Dunbartonshire’s commitment to protecting biodiversity assets and promoting active travel access that are linked to the Campsie Fells. The ATS should also consider its role in benefiting the landscape of the Campsies.</p>
<p><b>EDC Green Network Strategy (emerging)</b></p>	<p>The Green Network Strategy seeks to produce a strategic green network map for East Dunbartonshire to identify opportunities for enhancement of East Dunbartonshire’s existing green network including areas that are classified as vacant and derelict land, fragmented habitats or greenspaces that are underperforming. The identification of opportunities will help to highlight areas that are eligible for expansion and/or enhancement to realise a number of benefits to East Dunbartonshire including improved habitat connectivity, increased active travel and better access to green and open spaces, and improved health and wellbeing, as well as opportunities for adaptation to the effects of climate change.</p> <p>The Strategy will present local, EDC-wide and regional opportunities which include the enhancement of the green network between neighbouring authorities. In doing so, the Green Network Strategy will help to inform the emerging Local Development Plan Green Infrastructure and Green Network Supplementary Guidance and related planning obligations, as well as demonstrating synergies between both biodiversity and access. It will also define open space provision in East Dunbartonshire as an update to the Open Space Strategy 2015 – 2020, although the Open Space Strategy will continue to set open space requirements. Both Strategies should complement each other. The Green Network Strategy should also help to raise awareness and an understanding of East Dunbartonshire’s green network for local</p>	<p>The ATS will be developed in line with the emerging Green Network Strategy (GNS) objectives in order to ensure that proposed enhancement opportunities and improvement measures in terms the active travel network are integrated into the decision-making and taken into consideration as part of the GNS opportunities mapping exercise.</p>

	<p>communities and demonstrate how the green network can be of benefit in terms of education.</p> <p>By identifying opportunities for enhancing the green network, a set of recommendations will be established that will be used to inform an action plan. This will be developed between East Dunbartonshire Council and the key stakeholders and will highlight opportunities for external funding and funding from developer contributions as well as interventions that contribute to the aims and objectives of the Strategy.</p>	
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## Appendix 2: Draft Assessment Matrix

*Please note that this appendix shows the draft assessment matrix that will guide the assessments in the Environmental Report.*

Assessment Table Key			
++	Major Positive	✓	SEA Preferred Option
+	Minor Positive		
0	Neutral	✗	Alternative Option
X	No Significant Effect		
-	Minor Negative		
--	Major Negative		
?	Uncertain		

SEA Environmental Factors 	Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets	SEA Preferred Option
Proposed vision/objective/action										
	Assessment Commentary:									
Alternative vision/objective/action										
	Assessment Commentary:									
Final vision/objective/action for the Active Travel Strategy	Reasoning:									