

Background Report 4 – Policy Review



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1. Introduction


This policy review background report is a summary of all the national, regional and local policies that are relevant to the East Dunbartonshire Local Transport Strategy (LTS).

The Council's LTS provides a framework as to how the Council's policies on transport will contribute to achievement of the objectives of national and regional strategy documents. This review will also consider other Council strategies to ensure there is alignment with the Council's Local Outcomes Improvement Plan (LOIP) and that this strategy is consistent with the objectives of other Council strategies. Some of the strategies reviewed in this background report are directly transport focussed and have clear objectives to work towards and others are indirectly related to transport but still highly relevant.

This policy review aims to set the context within which this East Dunbartonshire Council Local Transport Strategy will develop. Policies that emerge through this process should be consistent as much as is feasible with the overriding policy themes and emerging trends at the national and regional levels and ensure there is no conflict with other local policies in order to achieve a consistent approach. Alignment with these parallel policies is the best approach to ensuring transport in East Dunbartonshire is greatly enhanced but also having positive contribution to multiple policy objectives across the area.

2. National Policies

2.1 National Transport Strategy (NTS)

National Transport Strategy (NTS)	 The logo for Transport Scotland, featuring a blue square with white diagonal lines forming a stylized 'X' or road pattern. Below the square, the text 'TRANSPORT SCOTLAND' is written in blue, and 'COMHDHAIL ALBA' is written in a smaller, lighter blue font below that.
National Policy	2006 – Refreshed in 2015

The original NTS was published in 2006, primarily to act as an enabler of economic growth. In April 2015, the Minister for Transport and Islands announced a refresh of the NTS. The overall aim was to investigate whether it was still fit for purpose and to test it against constitutional, political, economic or social changes that have taken place in the transport sector since 2006. The refreshed NTS considered the transport policy context in 2015 and aimed to assess whether the high level objectives and priorities are still relevant. The refresh also sought to clarify the roles and responsibilities of the key stakeholders in the transport sector.

The refreshed NTS highlights changes and trends since 2006 which have informed the policy update. Some of the main changes can be summarised as:

All traffic has increased by distance; public transport journeys have decreased

Since 2006, Scotland's population is estimated to have increased by 4%, while GDP has seen a 3% increase. Over this period, the traffic (all vehicles) on our roads has increased by 2%. However, the number of passengers on public transport services (bus, rail, air and ferry) has seen a 6% decrease and the volume of freight lifted in Scotland is down 12% from 2006 to 2012, despite increases in 2011 and 2012 following a sharp decline during the recession.¹

Bus remains the dominant mode of public transport

Between 2006 and 2014, the bus has remained the most commonly used form of public transport, with a share of nearly 80% of all public transport journeys in Scotland. The number of bus passenger

¹ <https://www.transport.gov.scot/media/10310/transport-scotland-national-transport-strategy-january-2016-final-online.pdf>

journeys has decreased by 12%, from 476 million. Over the same period, ScotRail passengers have increased by 29%, from 76.4 million.

Private road traffic is largely unchanged, with the exception of a significant rise in cycling traffic

Since 2006, total traffic (vehicle kilometres) on all roads has increased by 2%, with car traffic volumes similar in 2014. Although pedal cycle traffic accounts for less than 1% of all traffic, it has seen an increase of 30% in vehicle kilometres since 2006, rising to 339 million vehicle kilometres in 2014.

Public transport costs have risen more than motoring costs

Since 2006, in real terms, motoring costs (including car purchase and running costs) have increased very slightly. Within total motoring costs, there has been a real terms decrease in vehicle purchase costs. Over this same period, bus and rail fares have seen steady increases and in 2013 they were 14% and 16% higher than in 2006 respectively.

Freight movements have reduced

Total freight moved from Scotland has fallen over recent years, driven more recently by reductions in freight moved by coastal shipping.

In terms of the different modes used to carry freight, prior to 2010 the total amount of freight lifted from Scotland was moved mostly by road. However, when we also consider the distance that the freight is carried, in tonne kilometres, coastal shipping had the greatest share, up until more recent declines in the tonnage moved by water.

Congestion has been generally reducing

In 2014, 11.7% of car driver journeys were perceived to have been delayed due to traffic congestion, an increase from 9.7% in 2013, but below the 12.7% seen in 2006 and the peak of 14.4% seen in 2007. The proportion of those travelling to work by public and private transport has remained static. The average car occupancy rate has decreased very slightly from 1.58 people per car journey in 2006 to 1.51 in 2014.

Deaths on Scotland's roads have reduced significantly

The number of people killed in road accidents in Scotland reduced from 314 in 2006 to 200 in 2014, a reduction of 36%.

Review Conclusion

The document states that progress has clearly been made in some areas while others have remained static or worsened. It is important to view this in the wider context of the economy over this period. The recession has undoubtedly impacted on some key transport trends but the Scottish Government has stated that the part that investing in transport infrastructure has played in mitigating some of the worst effects of the recession should not be underestimated.

In light of the review since original publication in 2006, the refresh identifies three shifting challenges of:

- Tackling inequality while simultaneously sustaining economic growth,
- Making the transition to a low carbon economy, and;
- Making the most of scarce resources and how transport is contributing to addressing these challenges.

The challenges have been updated to account for the updated strategic context, in particular the new Scotland's Economic Strategy².

The strategy addresses the challenges in the following ways:

Tackling Inequality - Transport tackles geographical inequality by investing in transport services and infrastructure (particularly in rural and remote places) and supporting inclusive growth by enhancing regional cohesion.

The Scottish Government is committed to continuing investment in transport to ensure all parts of Scotland are well connected to the transport network. It states over £1bn annually is being invested in public transport, for example, through rail franchise payments, concessionary fares, grants to bus operators, and other sustainable transport options.

Scottish Ministers have committed a £5bn programme of investment in Scotland's railways over five years to 2019. They are also committed to the largest road investment programme that Scotland has ever seen, including the dualling of the A9 between Perth and Inverness by 2025 (£3bn), the M8/M73/M74 Improvements Programme, the A96 dualling between Inverness and Aberdeen by 2030, and A82 improvements.

Transport can reduce inequality between groups of people by removing barriers and improving access to transport so that disabled people or those with reduced mobility, people with children, and older people all have full and equal access to transport services.

The Scottish Government recently produced an accessibility strategy titled 'Scotland's Accessible Travel Framework' is in partnership with the newly formed National Transport Accessibility Steering Group comprised of disabled people, transport providers, local government and representative groups. The purpose of the framework is to support disabled people's rights by removing barriers and improving access to travel and ensuring disabled people are fully involved in work to improve all aspects of travel.

Scotland's Economic Strategy (SES) priority areas underpinned by Transport

A safe, efficient, effective and sustainable transport system is one of the key enablers of the Scottish Government's Purpose. Transport contributes to achieving the two mutually supportive SES goals of, increasing competitiveness and tackling inequality in Scotland, through boosting transport investment in services and infrastructure, stimulating transport innovation, supporting inclusive

² <http://www.gov.scot/Publications/2015/03/5984>

growth by enhancing regional and social cohesion and addressing the internationalisation priority by increasing our international connectivity.

Transition to Low Carbon Economy

The transition to a lower carbon economy aims to reduce the cost to the Scottish economy of climate change, while maximising opportunities to develop and export our technology innovations and knowledge as other economies make their own low carbon transition.

In 2013, the most recent year for which data is available, transport, including International Aviation & Shipping (IA&S), accounted for almost one quarter of Scotland's total emissions (12.9 Metric tons of carbon dioxide equivalent (MtCO₂e) out of a total of 53.0 MtCO₂e). Transport's emissions have now fallen for six consecutive years and by 1.9 MtCO₂e since the peak figure in 2007. Road transport emissions accounted for 72% of transport's total.

The Scottish Government's ambition is to largely decarbonise road transport by 2050 and to be able to demonstrate significant progress towards this by 2030.

In implementing RPP2 (Low Carbon Scotland: Meeting our Emissions Reduction Targets 2013-2027: The Second Report on Proposals and Policies (RPP2), the Scottish Government's approach to achieving transport emissions abatement over the period to 2027 involves four core packages of proposals:

- decarbonising vehicles;
- promoting sustainable communities;
- engaging with businesses around sustainable transport; and
- ensuring efficient use of the road network.

The transport response through mitigation is packaged into 3 main groups:

- Reducing the need to travel
- Widening travel choices and
- Driving more efficiently

This emphasises the need for effective integration of transport and land use planning, and supporting development that reduces the need to travel. Widening travel choices relates to improved public transport, active travel rates and improved travel planning. It also emphasises the role of Smarter Choices Smarter Places, the Long term Vision for Active Travel in Scotland, Cycling Action Plan for Scotland and other initiatives and policy documents.

Decarbonisation of road transport is intended to be a transformational change in travel patterns. This is supported by initiatives such as Switched on Scotland, the Écosse Partnership, Freight initiatives and the Scottish Green Bus Fund.

The refresh also highlights the importance of integration and outlines plans for smart card integrated ticketing. There is also discussion of the importance of partnership working to deliver joined up transport services.

Review of roles and responsibilities:

A main aim of the remit of the refreshed NTS was to carry out a clear review of roles and responsibilities. The aim was to identify the key transport players in Scotland and the interdependencies between them. The review identifies:

The Scottish Government is responsible for overall strategy and with the Parliament for most of the regulatory framework. Through Transport Scotland, it owns the trunk road network, lets and manages the rail franchise and ferry services, operates national schemes like the national concessionary travel scheme and supports Local Authorities (LAs) to deliver their services. LAs are responsible for local economic development, education and health and social care integration, which depend on effective transport. LAs can influence transport needs, via spatial planning. LAs own and manage the local road networks and also have responsibilities related to local bus services for which they can provide funding for.

Regional Transport Partnerships (RTPs) set regional transport strategies across modes and local authority boundaries, work with local authorities and others to deliver specific projects to help deliver those strategies and are statutory partners in Community Planning Partnerships to support their consideration of transport issues, including those which span local authority boundaries.

This section of the refreshed NTS clarifies responsibilities in bus service provision and identifies that most services are provided on a commercial basis with some environmental, safety and quality conditions as regulatory requirements. These requirements are ultimately enforced by the Traffic Commissioner. Transport Scotland subsidises the bus network through the Bus Services Operators Grant. Local Authorities have powers to introduce local quality contracts or Statutory Quality Partnerships and can use the planning system to control location of developments, manage roads and traffic efficiently and provide effective and attractive bus infrastructure.

The refresh accepts that more is required to clarify roles and responsibilities and asserts that this high level document is the starting point for increased partnership working with RTPs, local authorities and others to clarify expectations across modes, locations and hierarchies.

The final section of the refreshed NTS restates the NTS framework. The refreshed document has reviewed the transport context since 2006 and how plans from the 2006 have addressed issues in transport. The NTS states that it will continue to use the Three Strategic Outcomes as guiding principles when developing strategy and prioritising resources.

The 2006 vision was for:

“An accessible Scotland with safe, integrated and reliable transport that supports economic growth, provides opportunities for all and is easy to use; a transport system that meets everyone’s needs, respects our environment and contributes to health; services recognised internationally for quality, technology and innovation, and for effective and well-maintained networks; a culture where transport providers and planners respond to the changing needs of businesses, communities and users, and where one ticket will get you anywhere”.

The review asserts that this and the Five High Level Objectives from 2006 remain valid and are restated.

Five High Level Objectives:

- Promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise their efficiency;
- Promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network;
- Protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy;
- Improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff; and
- Improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport.

Three Key Strategic Outcomes

- Improve journey times and connections: to tackle congestion and the lack of integration and connections in transport which impact on our high level objectives for economic growth, social inclusion, integration and safety;
- Reduce emissions; to tackle the issues of climate change, air quality and health improvement which impact on our high level objective for protecting the environment and improving health; and
- Improve quality, accessibility and affordability: to give people a choice of public transport where availability means better quality transport services and value for money or an alternative to the car.

The overall framework also underpins the extended planning horizon for transport improvements which is translated into the Strategic Transport Projects Review (STPR) which runs up to 2032 and the Infrastructure Investment Plan valid up to 2035. The Scottish Government has considered that a full review of the NTS and the STPR in the next Scottish Parliamentary term is required.

The National Transport Strategy is currently in the early process of being renewed. NTS 2 aims to align with the emerging policy and legislative landscape in Scotland including the outcomes from the independent planning review, Climate Change Plan, local government review, Enterprise and Skills review, City and Region Growth Deals and the Transport Bill. Initial consultation has been completed and the NTS Review Team is currently examining this and literature evidence to be used in the reviewed strategy.

2.2 Cycling Action Plan for Scotland

Cycling Action Plan for Scotland	
National Policy	2017-2020

The Cycling Action Plan for Scotland (CAPS) was originally published in 2010, and set out an ambitious vision; that, “10% of everyday journeys to be made by bike, by 2020”. CAPS was updated in 2013 and again in 2017 in order to reflect upon the steps taken toward the targets set in the original 2010 document, and restate the underpinning strategy.

Responses to the CAPS refresh stakeholder consultation expressed an aspiration for further engagement of local authorities in the delivery of cycling infrastructure provision and promotion.

CAPS states that local authorities have significant leadership roles to play in relation to active travel, as most cycling journeys are local journeys. The Smarter Choices, Smarter Places evaluation suggested that detailed plans for local areas, incorporated into local transport strategies, could help set out ambitious visions for cycling for communities to get behind. CAPS noted that positive examples include the development of local cycling strategies and local development plans. East Dunbartonshire Council published its Active Travel Strategy in 2015 and its Local Development Plan was adopted in February 2017.

The refreshed CAPS presented a new set of 19 actions which outlines how stakeholders can work in partnership to achieve the Scottish Government’s shared vision that by 2020, 10% of everyday journeys taken in Scotland will be by bike. The 19 actions are:

1. Transport Scotland will hold an Annual Active Travel Summit hosted by the Minister for Transport. Local authority heads of transportation, environment, health and economy will all be invited as well as Regional Transport Partnerships and relevant local authority Committee Convenors. The purpose will be to lead delivery and gauge process.
2. TS will review and update the Trunk Roads Cycling Initiative and the commitment within to improve cycling and walking infrastructure around trunk roads. We will also consult on an update of Cycling by Design.
3. TS Chief Executive will chair an Active Travel Task Force to tackle the practical barriers to the delivery of ambitious walking and cycling projects in Scotland. The Task Force will also


consider how to improve the TRO process, community consultation and communication of the benefits of active travel.

4. Continue to provide support to each local authority and RTP to develop and update their active travel plans/strategies.
5. Continue to deliver and maintain high quality, local infrastructure to encourage people to choose active travel for short journeys. This includes on and off-road routes and associated public realm improvements. Focus will be given to improvements in urban areas where the highest levels of cycling are likely to be achieved and where strategic plans are in place to install and improve active travel infrastructure.
6. Continue to grow and maintain the National Cycle Network (NCN) to provide a strategic network of longer distance cycling routes for leisure, recreation, tourism and functional trips. Develop a National Cycling and Walking Network, especially in rural areas to promote cycle tourism and to connect rural communities.
7. Continue to support the 3 levels of the UK national standard Bikeability Scotland cycle training programme to encourage 100% of schools participating to deliver training, provide access to cycles and secure parking to increase cycling at all levels.
8. Improve integration with public transport through partnership working with Scotrail, bus/coach operators and RTPs and provide secure cycle storage at key destinations including transport interchanges.
9. Encourage and support the implementation of 20 mph streets/zones in communities across Scotland to improve road safety and encourage walking and cycling on everyday journeys.
10. Continue to promote a national training programme on cycling 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 and Smarter Choices, Smarter Places good practice.
11. Develop Active Travel Hubs across Scotland, utilising European Regional Development Funding (ERDF), and drawing upon experience of the Stirling Cycle Hub and the Active Travel Hubs in Ayrshire, to provide advice, services and support for people to walk, cycle and take public transport.
12. Continue to support educational campaigns such as the ‘Give Everyone Cycle Space’ campaign aimed at all road users to make them aware of cyclists on the road and the space required when sharing the road.
13. Increase levels of access to bikes through projects that support inclusive cycling initiatives, such as community bike library schemes, adaptive bikes and re-conditioned bikes to encourage more cycling.
14. Work collaboratively across all policy areas to promote cycling and increase participation for young people of all abilities, through inclusive, community and school-focussed active travel, health, sport and recreational cycling programmes, activities and events.
15. Invest in and deliver a “Cycle Friendly” package of support for workplaces, campuses, communities and schools, to install improved cycling facilities and to incentivise staff and students to cycle more often. This can involve the promotion of champions to encourage peer groups to increase their levels of active travel to and from work and places of study.
16. Continue to support the Smarter Choices, Smarter Places Programme to enable local authorities to encourage and support people to choose active travel through local behaviour change initiatives.

17. Scottish Ministers have committed to maintaining the record levels of funding for active travel for the term of this Parliament.
18. Agree with the CAPS Delivery Forum members a suite of national indicators to inform the national picture of cycling participation, and report annually to Transport Scotland.
19. Encourage and support all 7 Scottish cities to develop and publish a Bike Life report by the end of 2018, led by Sustrans Scotland taking the learning and experience from the City of Edinburgh Council in developing its Bike Life Report published in 2015.

The CAPS Delivery Forum is convened by Cycling Scotland and meets bi-annually to track progress, with the National Cycling Interest Group meeting in parallel.

2.3 National Walking Strategy

<p>National Walking Strategy</p>	
<p>National Policy</p>	<p>2014</p>

Let's Get Scotland Walking – The National Walking Strategy (2014) was published by the Scottish Government. The vision is defined as:

“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.”

The strategy aims to:

- Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being;
- Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone; and
- Enable easy, convenient and safe independent mobility for everyone.

In order to achieve this, the document recognises that there is no one simple solution that will create an active travel culture, and that a concerted cross-sector effort is required to deliver widespread behavioural change. Interventions need to be at an individual, community and population level.

The document highlights the obvious benefits of increased walking levels including positive economic effects due to improved access to jobs, local facilities and public transport for connections. The strategy outlines the full range of benefits such as preventative NHS spend, health benefits, higher quality of life through improved green spaces, improved educational performance in schools and reduced CO₂ emissions.

The strategy recognises that infrastructure alone will not transform habits. It also identifies the barriers to walking and problems faced when developing walking networks. The National Walking Strategy (NWS) Working Group made key recommendations to increase the number of people walking on a daily basis. The Scottish Government has tasked the walking organisation - Paths For All, with creating the delivery forum for the NWS. This forum will work with all relevant stakeholders in public, private and third sectors and in partnership with the CAPS Delivery Forum.

NWS Working Group – Initial Recommendations for Action

General:

1. A NWS Delivery Forum made up of key partners and delivery bodies should be established to translate the strategic vision into implementation.
2. The new NWS Delivery Forum should oversee the production of a detailed action plan to deliver this strategy in consultation with stakeholders, including local authorities.
3. An assessment of current resources and future coordination of funding and delivery to promote walking should be carried out at the earliest opportunity.
4. An assessment should be undertaken of whether or not current legislative frameworks are working and if future legislation could advance our vision.
5. Ensure there is full implementation of current policies and guidance that support walking at local, regional and national level (e.g. the Tourism Development Framework 2020, National Planning Framework 3, Road Safety Framework, Low Carbon Behaviour Framework, Place Standards, Scottish Rural Development Programme).
6. Community Planning Partnerships should consider how the ambitions of this strategy are reflected in local policy, plans (including Single Outcome Agreements) and interventions.
7. The new NWS Delivery Forum should work in partnership with the Cycling Action Plan for Scotland (CAPS) Delivery Forum. It should also draw on the work of the National Access Forum.
8. Good practice should be identified, shared and celebrated through improvement and award systems.

To deliver on creating a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being:

9. Community Walking Programmes should be developed and available in every village, town and city in Scotland.
10. Smarter Measure initiatives should be running in every local authority area.
11. Health and Care Service providers should proactively facilitate walking opportunities within their delivery programmes e.g. GP referral.
12. Workplaces should be supported to encourage staff to walk more on a daily basis.
13. Explore opportunities for Community Sports Hubs to support walking and to link to local walking groups in the area.


To achieve better quality walking environments with attractive, well designed and managed built and natural spaces for everyone

14. The Town Centre Action Plan should be monitored for delivery opportunities linked to walking.
15. Review progress and consider further action required to ensure that all households in Scotland's urban areas are no more than 5 minutes' walk from publically accessible and attractive greenspace or local path network.
16. The provision of easy grade paths across the public estates should be increased (urban and rural).
17. High-quality walking (and cycling) networks across local authority area should be created (on a par with roads development, repair and maintenance) and existing routes promoted effectively.
18. Examine opportunities to assist land managers to provide better public access through improvements to agriculture and forestry grant aid schemes.
19. More students and staff (nursery, primary, secondary, college and university) should be enabled to walk to, from and during their learning day with more access to outdoor learning spaces.
20. Reduce greenhouse gas emissions from everyday short journeys through promotion and facilitation of everyday walking for short journeys.

To enable easy, convenient and safe independent mobility for everyone:

21. Make Scotland's roads safer for pedestrians and other users.
22. Strengthen training and other resources for practitioners in paths and greenspace design, construction, maintenance and management.
23. Strengthen training and support for walkers, with a particular focus on young people and underrepresented groups (e.g. map reading, leader training, mountain safety, and Scottish Outdoor Access Code awareness).
24. Increase the perception of security for walking environments (e.g. via landscape/public realm design and maintenance).
25. Explore developing and implementing a footway condition survey to complement the Scottish Road Condition Maintenance Survey.

2.4 A Long Term Vision for Active Travel in Scotland 2030

A Long Term Vision for Active Travel in Scotland 2030	 The logo for Transport Scotland, featuring a stylized blue square with white diagonal lines forming a network, with the text 'TRANSPORT SCOTLAND' and 'CÒMHDAHAIL ALBA' below it.
National Policy	2014

A Long Term Vision for Active Travel in Scotland sets out a vision for more people to be walking and cycling everyday journeys. Achieving this ambition will move Scotland towards the following objectives:

Better health and safer travel for all – Environments in which walking and cycling are easy choices will be safer for everyone, promote healthy living choices, treat and prevent disease and reduce health inequalities.

Reducing inequalities – Access to jobs, services and leisure will be widened for all – including children, older people, people with disabilities and people on low incomes

Cutting carbon emissions and other pollution – More people choosing to walk and cycle will reduce pollution from motorised travel and so help tackle climate change and improve air quality

Delivering liveable, more pleasant communities – Places that are pleasant and practical for walking and cycling, with better pedestrian and cyclist safety will improve people's lives in many ways, including feeling connected to the community. Communities where people value and use the active travel network, comprising streets, roads and path networks.

Supporting delivery of sustainable economic growth – Places that are designed for walking and cycling are generally more attractive. Scotland's communities will benefit from this, becoming more desirable places to live and work so helping attract investment and economic activity.

The vision is for many more people to be walking and cycling for everyday, shorter journeys, usually up to 2 miles for walking and up to 5 miles for cycling. Active travel is seen as the norm, regardless of gender, ethnicity, age, or background. Roads are quieter and safer, encouraging more people to walk and cycle for shorter journeys. Far more people will get about cheaply for work, studying, shopping and socialising.

Infrastructure will ensure the built environment puts people and place before the movement of motor vehicles. Main roads into town centres all have either segregated cycling provision or high

quality direct, safe, and pleasant alternatives. Comprehensive active travel networks are available for walking and cycling. All schools have safe routes for pupils who are confident to walk or cycle to them along with 20mph or lower speed limits.

Pedestrian and cycle ways are maintained to a fit-for-purpose standard for users of all abilities and given equal priority to carriageways. Roads maintenance programmes are prioritised to facilitate active travel.

Transport and land use planning have undergone a major shift away from vehicle movements towards creating a sense of place and prioritising travel by active modes, with a strong emphasis on sustainable and people centred planning and design. City and town centres are people focussed with easy pedestrian and cycle access.

A highly efficient, comfortable, affordable and high quality public transport system, with multi-modal interchanges, encourages drivers and their passengers to choose to use buses and trains in preference to the car. Active travel is integrated with public transport to provide an attractive alternative to car use for longer journeys.


As a result of changes in attitude and behaviour towards active travel there will be increased numbers of pedestrians and cyclists. There is a mutual understanding between drivers, pedestrians, and cyclists. This is linked to a sustained education and training provision. Car clubs, car hire and other forms of shared provision are common choices, facilitated by continuing advances in mobile technology and intelligent cars. This allows people to choose the most appropriate vehicle for any non-active travel trip. There are appropriately reduced speed limits (including 20mph) in urban and rural areas where there is, or could be, a high level of pedestrian and cycle activity, particularly where there are easily accessible alternative routes that could allow motor traffic to travel more efficiently.

Communities are involved in the development, management and promotion of active travel networks and interventions in their area using the skills, knowledge and capacity in the community.

Community Planning Partnerships and all partners recognise the preventative benefits of active travel by prioritising investment in walking and cycling as a means of achieving key national and local social, environmental and economic outcomes related to improving health and wellbeing, reducing carbon footprints and supporting sustainable economic growth. Development planning and management focus on the concept of walkable neighbourhoods, ensuring a mix of facilities within walking and cycling distances of where people live, and that population densities are sufficient to make public transport and local services viable. All new developments follow design guidance such as Designing Streets, putting people and place before vehicle movement.

Walking and cycling have a major leisure role across Scotland, as an alternative to car-facilitated recreation. Walking and cycling as leisure, sport, or recreation helps develop skills and build the confidence to make use of the active travel networks. Investment in active travel, recreational and sport cycling facilities can complement each other in providing the skills and confidence required for everyday active travel.

2.5 National Planning Framework 3

National Planning Framework 3	
National Policy	2006 – Refreshed in 2015


The National Planning Framework 3 (NPF3) is a long-term strategy for Scotland, setting out the Scottish Government’s development priorities over the next 20 to 30 years and identifying key strategic national developments. The NPF3 is accompanied by an Action Programme identifying how it should be implemented, by whom, and when. Any statutory development plans must give consideration to the NPF.

One of the four main outcomes of NPF3 is: “Planning makes Scotland a connected place supporting better transport and digital connectivity.”

Section 5.5 in Chapter 5 ‘A Connected Place’ highlights that CO₂ emissions from the transport sector remain high, representing almost a quarter of the country’s total emissions. NPF3 states the Government aims to increase walking and cycling levels to mitigate against this and will be looking to see measures in place to support this in urban and rural areas. Section 5.6 outlines the ambition to grow the country’s network of electric vehicle charging points in order to realise the government’s vision of completely de-carbonised road transport by 2050.

Section 5.14 states the government will encourage Local Authorities to develop at least one exemplar walking and cycling friendly settlement to demonstrate how active travel networks can be improved to meet the national vision of increased cycling. These settlements will also become nodes on the national strategic network. These concepts have been taken forward already by EDC through the Active travel Strategy where the action plans propose Milngavie and Kirkintilloch as ‘Active Travel Towns’, with improved infrastructure and connections to nationally significant routes.

2.6 Scottish Planning Policy

Scottish Planning Policy 2014	
National Policy	2014

Published in 2014, SPP is a statement of Scottish Government policy on how nationally important land-use planning matters should be addressed across the country. It is non-statutory, yet Section 3D of the Town and Country Planning (Scotland) 1997 Act requires that functions relating to the preparation of the National Planning Framework by Scottish Ministers and development plans by planning authorities must be exercised with the objective of contributing to sustainable development.

The SPP promotes consistency in the application of policy across Scotland whilst allowing sufficient flexibility to reflect local circumstances. It directly relates to:

- the preparation of development plans;
- the design of development, from initial concept through to delivery; and
- the determination of planning applications and appeals.

The SPP sets out policy principles in order to ensure planning creates a better place. This policy will look to follow these principles, including a spatial strategy to promote; a sustainable pattern of development, design in line with Designing Streets, facilitating accessibility, protecting and enhancing the environment, making efficient use of existing infrastructure and giving weight to net economic benefit. The strategy will look to create environments that are easy to move around, within and without, placing the needs of people above the motor vehicles.

Policy Principles: 270 states that the planning system should support patterns of development which:

- Optimise the use of existing infrastructure;
- Reduce the need to travel;
- Provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;
- Enable the integration of transportation modes; and
- Facilitate freight movement by rail or water.

SPP states that development plans should take account of the relationship between land use and transport. It highlights the link between development and the effect on the existing network

including environmental and operational constraints and proposed or committed projects. This is important, as land being set aside for a potential local project may be in conflict with a national strategic project and could encounter difficulties when seeking to progress.

Development plans should set out spatial strategies that support development in locations that allow walkable access to amenities and access by cycling or public transport. The overall aim is to support development in locations accessible by walking and cycling then public transport then private car, in that order. Integration between modes should not be ignored.

Through the development plan process, transport appraisals of the impacts of the spatial strategy and its reasonable alternatives on the transport network should be carried out. An appraisal should be proportionate to the nature of the issues and proposals being considered and if impacting on the strategic network, Transport Scotland should be engaged in the process at the earliest opportunity. The SPP also sets out National Parking Standards for certain types and scales of development.

Scottish Planning Policy has established that there are six qualities of successful places, of which, two relevant qualities are:

1. Safe and Pleasant: Our streets and spaces should be safe and pleasant so they are well-used and valued by all users, but especially pedestrians and cyclists.
2. Easy to move around: All new developments must support the easy movement of pedestrians and cyclists (in particular) with clear movement hierarchies for private cars and public transport routes based on Designing Streets principles.

SPP also states that when a development of change of use is likely to cause a significant rise in trip numbers, a transport assessment should be carried out, identifying any cumulative effects. It also sets out conditions where planning permission for development should not be given. Specific guidance is provided in – DPMTAG – Transport Assessment Guidance ³.

³ [https://www.transport.gov.scot/media/4589/planning_reform - dpmtag - development management dpmtag ref 17 - transport assessment guidance final - june 2012.pdf](https://www.transport.gov.scot/media/4589/planning_reform_-_dpmtag_-_development_management_dpmtag_ref_17_-_transport_assessment_guidance_final_-_june_2012.pdf)

2.7 Cleaner Air for Scotland 2015

Cleaner Air for Scotland	
National Policy	2015

Cleaner Air for Scotland – The Road to a Healthier Future (CAFS) is a national cross government strategy that sets out how the Scottish Government and its partner organisations propose to reduce air pollution to protect human health and fulfil Scotland’s legal responsibilities as soon as possible.

The vision is for Scotland to have the best air quality in Europe.

A series of actions across a range of policy areas are outlined, and there are a number of important new initiatives:

- a National Modelling Framework;
- a National Low Emission Framework;
- adoption of World Health Organization;
- guideline values for particulate matter in Scottish legislation; and
- proposals for a national air quality awareness campaign.

CAFS identifies transport as a key cause of poor air quality and acknowledges that a sixth of PM₁₀ and over a third of NO_x is caused by road transport. It sets out the transport conditions that affect air quality and lists Transport Scotland’s high level NTS strategic outcome as:

“To ‘reduce emissions, to tackle the issues of climate change, air quality and health improvement which impact on our high-level objective for protecting the environment and improving health.’

To achieve this strategic outcome, Transport Scotland has prioritised:

- seeking low carbon technology and infrastructure with reduced emissions; and
- Demonstrating environmental sustainability through the delivery of environmental protection across Transport Scotland’s operations.

CAFS has stated objectives and pledges to:

- Ensure that all local authorities have a corporate travel plan (perhaps within their carbon management plan) that is consistent with any local air quality action plan
- Finalise and deliver the National Walking Strategy Delivery Plan by 2016
- Work collaboratively with partners to deliver our shared vision in the Cycling Action Plan for Scotland that by 2020, 10% of everyday journeys will be made by bike

- Review support for green buses by 2016, including the scope for supporting retrofitting existing vehicles, taking account of technological and market developments and the need to tackle air quality as well as climate change
- Evaluate the Bus Investment Fund in 2016 to learn from supported projects and inform decisions on options for future support for local projects to improve public transport
- By 2016, review the Bus Operators Grant including options to incentivise the use of low emission buses
- By 2016, review guidance and legislation on the powers of local transport authorities regarding bus services to see if they could be made more effective and to ensure enough priority is given to air quality alongside other considerations
- Continue delivering actions contained in Switched On Scotland: A Roadmap to Widespread Adoption of Plug-In Vehicles
- Review the Roadmap and develop a post -2015 plug-in vehicle action plan
- Work with key partners to investigate the use of hydrogen as a transport fuel and explore wider environmental and economic opportunities to use hydrogen for energy applications – especially in promoting renewables, energy balancing and storage
- Continue to engage with our partners on the role less carbon intensive fuels such as LPG, CNG and biofuels can play in the transition to a near zero emission road transport sector by 2050
- Encourage each local authority with an AQMA to establish a Freight Quality Partnership (or utilise an existing RTP Freight Quality Partnership) and consider appropriate measures for improving local air quality by 2017
- Encourage freight quality partnerships to extend their activities to include consideration of the environmental

Part of the commitments within CAFS is to work with partners to ensure delivery of Cycling Action Plan for Scotland every year up to 2020 and completion of National Walking Strategy Delivery Plan by 2016.

CAFS identifies key performance indicators which it suggests should be used for monitoring progress. The KPIs are:

- % change in NO₂ at each monitoring location, averaged over a three-year period.
- % change in PM₁₀ at each monitoring location, averaged over a three-year period.
- Share of public transport journeys in the overall modal split – % change and/or comparison to the national average.
- Share of low emission vehicles in the overall modal split – % change and/or comparison to the national average.
- Share of cycling and walking journeys in the overall modal split – % change and/or comparison to the national average.

CAFS presents an action plan split into themes addressing various aspects of air quality issues. The themes can be summarised as:

Communication – actions related to awareness raising campaigns and developing a Scottish air quality indicator

Legislation and Policy - Local Air Quality management – new system development, a PM 10 framework established and revised action plans to demonstrate how compliance with EU standards will be achieved.

National Modelling – a range of actions relating to data collection, establishing regional models, development of guidance for practitioners, establishing national databases, standardised appraisal processes and software tools.

Health – World Health Organisation guidelines for PM10 and PM25 to be included in Scottish legislation, NHS boards to include air quality in their joint action plans. Legislation to require local authorities to monitor PM_{2.5} was introduced in April 2016.

Transport – large range of actions aimed at reducing journeys, low emission vehicles relating to: ensuring organisations have travel plans, supporting CAPS and NWS, various actions related to buses including support for green buses, Bus Infrastructure Fund, review of LA's powers regarding bus services, low emissions vehicles including Plug in vehicle action plan, investigation with partners into Hydrogen fuelled vehicles, Freight issues such as Freight Quality Partnerships, review of Regional Transport Partnerships and LTS roles and responsibilities in light of the NTS refresh and finally review of AQMAs in relation to trunk roads.

Place making – Expects LAs to review their LDPs to ensure they are consistent with CAFS, and work with SEPA and Environmental Protection to produce updated guidance on Air Quality.

Climate Change – ensure future updates to Low Carbon Scotland – Meeting our Emission reduction targets take into account Air Quality impacts, expects that any LA undertaking a SEAP must consider Air Quality impacts, and Forestry Commission Scotland to publish updated guidance on impacts of biomass on Air Quality.

Clearly, the transport actions within CAFS will have a direct influence on the Council's Local Transport Strategy and in the main, actions aimed at achieving a modal shift and reducing private car journeys are central to this. Given the NTS refresh, there are comprehensive actions relating to the bus industry in particular and these actions should be supported at a local level in partnership with the RTP in order to deliver transport benefits and to improve air quality directly.

2.8 Low Carbon Scotland – Meeting the Emissions Reduction targets 2010 – 2022

Low Carbon Scotland – Meeting the Emissions Reduction targets 2010 – 2022	
National Policy	2010 – 2022

Low Carbon Scotland (LCS) sets out how Scotland can deliver annual targets for reductions in emissions to 2022, including a 42% reduction in emissions by 2020 compared to a 1990 baseline. It explains that the Climate Change (Scotland) Act 2009 requires Ministers to lay a report in Parliament setting out their proposals and policies for meeting annual emissions reduction targets. This Report covers the period from 2010-22, and sets out Ministers' proposals and policies to meet annual targets, including the 2020 target of 42%, over that period.

LCS also outlines that Scotland's Climate Change Delivery Plan was published in June 2009, and described the four transformational outcomes needed in order to meet the 2050 target:

- A largely decarbonised electricity generation sector by 2030;
- A largely decarbonised heat sector by 2050, with significant progress by 2030;
- Almost complete decarbonisation of road transport by 2050 with significant progress by 2030;
- A comprehensive approach to ensure that carbon (including the cost of carbon) is fully factored into strategic and local decisions about rural land use.

Low Carbon Scotland is structured around the key sectors of energy supply, homes and communities, business and the public sector, transport, rural land use and waste. For each of these sectors, policies to reduce greenhouse gas emissions are identified, as are a number of proposals for further consideration. Taken together, these policies and proposals show that it is possible to meet the annual targets established by the Climate Change (Scotland) Act 2009 each year from 2010 to 2022.

The LCS states that Transport emissions, including international aviation and shipping, make up just over a quarter of Scotland's total emissions, and more than two thirds of these emissions come from road transport. It continues to state that transport is the only sector in which emissions have actually increased since 1990, although emissions in 2008 were slightly lower than in 2007.

It sets out milestones for transport to be in place by 2020 as:

- a mature market for low carbon cars, resulting in average efficiencies for new cars of less than 95 gCO₂ /km;
- an electric vehicle charging infrastructure in place in Scottish cities;

- personalised travel planning advice provided to all households;
- effective travel plans in all workplaces with more than 30 employees; and
- at least 10% of all journeys made by bicycle. (CAPS target)

The report also highlights that although some transport policy is devolved, EU and UK Government policies have a significant impact on emissions reductions in Scotland. During development of LCS, the European Commission was in the process of setting mandatory targets for the emissions-intensity of new cars and vans, which apply to all vehicle manufacturers, this is now in place.

LCS describes and summarises a number of Scottish policies and proposals, some of which have already been delivered by 2016 or have demonstrated significant progress by 2016. Devolved action focuses on encouraging people to switch to more sustainable forms of transport; making fuel efficient driver training and advice available to drivers; preparing for the longer term shift to low carbon vehicles (LCVs); improving rail transport; using planning policy to make development more accessible; and encouraging increased levels of cycling and walking:

The policies described in LCS are listed below:

- Eco-driving advice and information
- Low Carbon Vehicle Procurement Support Scheme
- Plugged-in Places Programme
- Scottish Green Bus Fund
- Provision of fuel efficient driving training for drivers of HGVs and freight vans
- Intelligent Transport System (ITS) Action Plan
- Smarter Choices, Smarter Places
- Ferries Review
- Cycling Action Plan for Scotland,
- Funding of £200,000 was provided to CarPlus (Car club development organisation)
- Edinburgh to Glasgow Rail Improvements (Edinburgh Glasgow Improvement Programme – EGIP)
- Scottish Planning Policy influences the location, density and form of development to make access by public transport and active travel easier and reduce travel demand.

Proposals for further action were packaged into three groups:

- Driving more efficiently: extension of eco-driving training/promotion for car drivers; more strictly enforcing 70 mph speed limits on trunk roads; further support for low carbon vehicle infrastructure and procurement; more efficient freight and van transport; Intelligent Transport Systems on trunk roads; and maritime transport efficiency improvements.
- Widening travel choices: more intense delivery of travel planning for schools, households and businesses; improved cycling and walking infrastructure; encouraging the formation of more car clubs; encouraging improved, more efficient local buses and taxis; and further mode shift of freight from road to rail or water where appropriate.
- Reducing the need to travel: the creation of mixed use “community hubs” in smaller settlements to reduce the distances people need to travel for work and other purposes.

The LCS states that with an ambitious implementation of all of the above, proposals could result in abatement in 2020 of 1.1 MtCO₂e, giving a total abatement of 2.5 MtCO₂e (including estimated abatement from EU policies) from all policies and proposals in the Transport sector. Transport emissions would be 11.6 MtCO₂e in 2020, 13% lower than in 1990.

The LCS document highlights that there are many aspects of transport that are not devolved or beyond the scope of the Scottish Government such as; High Speed Rail, standards of rolling stock used for cross border journeys, vehicle licensing and emissions standards implemented by the UK run DVLA (Driving and Vehicle Licensing Authority), and emissions from the aviation sector that could contribute to reduction of national emissions.

2.9 Low Carbon Scotland: Meeting our Emissions Reduction Targets 2013-2027- The Second Report on Proposals and Policies (RPP2)

<p>Low Carbon Scotland: Meeting our Emissions Reduction Targets 2013-2027- The Second Report on Proposals and Policies (RPP2)</p>	
<p>National Policy</p>	<p>2013 – 2027</p>

In implementing RPP2 the Scottish Government's approach to achieving transport emissions abatement over the period to 2027 involves four core packages of proposals:

- decarbonising vehicles;
- promoting sustainable communities;
- engaging with businesses around sustainable transport; and
- ensuring efficient use of the road network.


The transport response through mitigation is packaged into 3 main groups:

- Reducing the need to travel
- Widening travel choices and
- Driving more efficiently

This emphasises the need for effective integration of transport and land use planning, and supporting development that reduces the need to travel. Widening travel choices relates to improved public transport, active travel rates and improved travel planning. It also emphasises the role of Smarter Choices Smarter Places, the Long term Vision for Active Travel in Scotland, CAPS and other initiatives and policy documents.

Decarbonisation of road transport is intended to be a transformational change in travel patterns. This is supported by initiatives such as Switched on Scotland, the Écosse Partnership, Freight initiatives and the Scottish Green Bus Fund.


2.10 Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) Order 2015. (Formerly Scottish Climate Change Declaration)

<p>Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) Order 2015</p>	
<p>National Policy</p>	<p>2015</p>

Following an announcement in 2014, it is now mandatory for all public sector bodies to report on their climate change duties from 2016 onwards. This was brought about by The Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) Order 2015 and is generally referred to this as required climate change reporting (to the Scottish Government) or ‘mandatory Climate Change Reporting’. This does include listing of measures contributing to mitigation of climate change. These actions are described but no quantitative effects of these measures are postulated. The implication is that transport projects and policies that will mitigate climate change will be included in the climate change reporting submission without estimated emissions reduction effects. However, the submission will be based on DECC data which is published annually on a 2 year lag along with a list of projects that make a positive contribution in order to demonstrate progress in every sector.

The Council’s annually submitted plan outlines commitment to development of a Sustainability & Climate Change Framework for East Dunbartonshire with an associated action plan and reporting framework.

2.11 Climate Change (Scotland) Act 2009

Climate Change (Scotland) Act 2009	
National Policy	2009

The Climate Change (Scotland) Act 2009 postulated greenhouse gas emissions reduction targets for 2020 and 2050, with linked targets set in relation to energy efficiency and meeting heat demand and electricity demand by renewable resources. This includes a target for 11% of heat consumed in 2020 to come from renewable sources, complementing a target to reduce total final energy consumption in Scotland by 12% in relation to a baseline of the average energy consumption in 2005-07.

The following text is taken from the Scottish Government website ⁴

“Part 1 of the Act, creates the statutory framework for greenhouse gas emissions reductions in Scotland by setting an interim 42 per cent reduction target for 2020, with the power for this to be varied based on expert advice, and an 80 per cent reduction target for 2050. To help ensure the delivery of these targets, this part of the Act also requires that the Scottish Ministers set annual targets, in secondary legislation, for Scottish emissions from 2010 to 2050.

The Scottish Ministers will take advice on the targets they set. In the first instance this advice will be provided by the UK Committee on Climate Change. However, Part 2 of the Act contains provisions which will allow the Scottish Ministers to establish a Scottish Committee on Climate Change or to designate an existing body to exercise advisory functions should it be decided that this is appropriate.

Part 3 places duties on the Scottish Ministers requiring that they report regularly to the Scottish Parliament on Scotland's emissions and on the progress being made towards meeting the emissions reduction targets set in the Act.

Part 4 places climate change duties on Scottish public bodies. This Part also contains powers to enable the Scottish Ministers, by order, to impose further duties on public bodies in relation to climate change.

⁴ <http://www.gov.scot/Topics/Environment/climatechange/scotlands-action/climatechangeact>

The Act includes other provisions on climate change in Part 5, including adaptation, forestry, energy efficiency and waste reduction. Public engagement is a significant feature of Part 6 of the Act, which also includes provision on carbon assessment.”

The targets of a 42% reduction by 2020 and an 80% reduction target by 2050 are highly ambitious and a concerted effort by all sectors will be required to achieve progress towards this. Part 4 of the Act places enforceable duties on public bodies and the mandatory reporting system is now in place. While there is no legislation for enforcement of private individuals or companies to reduce emissions, local authorities can play their part by providing support, infrastructure and information to assist organisations and individuals to reduce their emissions and contribute to this ambitious target.


This legislative commitment underpins a national responsibility to aim to reduce emissions and as transport accounts for approximately one quarter of Scotland’s emissions, transport has a crucial role to play in contributing to this reduction target.

Following the increased global ambition represented by the Paris Agreement, the Programme for Government 2016-17 committed to a new Climate Change Bill to reduce emissions further. Proposals for a new Bill were outlined by Cabinet Secretary for Environment, Climate Change and Land Reform, Roseanna Cunningham in June 2017.

3. Regional Policy

3.1 Strathclyde Partnership for Transport

A Catalyst for Change: Regional Transport Strategy (RTS) (2008 – 2021)

A Catalyst for Change: Regional Transport Strategy (RTS) (2008 – 2021)	
Regional Policy	2008 – 2021

Regional Transport Partnerships (RTPs) form the regional link between national government and local authorities. Strathclyde Partnership for Transport is the RTP for west, central Scotland and has twelve local authority members, including East Dunbartonshire. RTPs have a statutory obligation to produce a Regional Transport Strategy (RTS) covering all modes and cross local authority boundaries.

RTPs were created in 2005 in Scotland to replace Passenger Transport Executives to strengthen the planning and delivery of regional transport to better serve needs of people and businesses. The Transport (Scotland) Act 2005 placed a statutory duty on all seven Scottish RTPs to produce a regional transport strategy. The RTS for Strathclyde was published in 2007 by (SPT), and presents a vision for “A world class, sustainable transport system that acts as a catalyst for an improved quality of life for all”. Further to this, the RTS presents ‘Shared Goals to Scottish Government Strategic Objectives’, these are:

- Develop the economy - through improving connectivity for business and freight, making transport more effective and efficient, providing access to employment, education, shopping and leisure, by improving transport integration.
- Promote social inclusion and equality - by providing a transport system that is safe, accessible and affordable to all sections of the community
- Improve health and protect the environment - by minimising emissions and consumption of resources and energy, by promoting active travel, quality public transport and modal shift.

In order to achieve these shared goals, the following objectives are presented:

- Safety and Security - to improve safety and personal security on the transport system;
- Modal Shift - to increase the proportion of trips undertaken by walking, cycling and public transport;

- Excellent Transport System - to enhance the attractiveness, reliability and integration of the transport network;
- Effectiveness and Efficiency - to ensure the provision of effective and efficient transport infrastructure and services to improve connectivity for people and freight;
- Access for All - to promote and facilitate access that recognises the transport requirements of all;
- Environment and Health - to improve health and protect the environment by minimising emissions and consumption of resources and energy by the transport system; and
- Economy, Transport and Land-use Planning - to support land-use planning strategies, regeneration and development by integrating transport provision.

Through these objectives, the RTS aims to facilitate the following outcomes, aligned with the Scottish Government's National Outcomes:


- Improved connectivity
- Access for all;
- Reduced emissions and
- Attractive, seamless, reliable travel.

The RTS has 17 priorities in its strategy but with a focus on:

- Step change for bus services
- Revitalise the subway network
- Improve cross city and cross region links along strategic corridors
- Improve access to services like healthcare and education
- Planning for transport for the Commonwealth Games
- Improving sustainable connectivity for business and freight

The SPT RTS is currently in the early phases of being renewed, with the partnership eager to work with the 12 local authorities in the area to shape the future of the strategy and the wider transport network.

3.2 SPT Bus Policy (10 Point Plan for Bus)

SPT Bus Policy (10 Point Plan for Bus)	
Regional Policy	2012 (Refreshed 2014)

With the intention of stimulating debate through the development and promotion of proposals for changes to bus policy at national level – Strathclyde Partnership for Transport (SPT) produced an action plan known as the '10 Point Plan' for bus. This work aims to deliver a higher standard of bus offering from all partners while being cognisant of the current public sector funding position.

Bus services remain, by far, the main public transport mode for people and communities across Scotland. Across the country, bus accounts for 79% of all public transport journeys, with the market in the west of Scotland split into circa 93% commercially-operated/7% fully supported by SPT.

10 Point Plan

1. To allow Public Transport Authorities (PTAs) – like SPT - to secure (or provide) bus services where there is clearly a need, even if it may be in conflict with the perceived commercial view of the operator.
2. Public Transport Authorities should be given powers to require compulsory participation in ticketing schemes that are introduced in their areas.
3. The modifications to provisions on Statutory Quality Partnerships introduced in England and Wales in the Local Transport Act 2008 should also be introduced in Scotland.
4. Consideration should be given to compliance inspectors/ vehicle inspection engineers employed by PTAs who would be trained and certified to VOSA standards, being given relevant powers equivalent to VOSA officers.
5. The Traffic Commissioner should consider not accepting local service registrations submitted by Community Transport groups (S. 22 permit holders) unless the registration is supported by the PTA and the group is registered on the Community Transport database. Additionally, a date should be set for the revocation of all existing Community Bus permits which may then be re-issued subject to application and compliance with minimum quality standards.
6. Where a bus operator enjoys an effective monopoly and may be seeking subsidy from the PTA, the PTA should be given access to service cost and revenue figures to satisfy themselves that the operator is not seeking excessive subsidy costs or acting in an anti-competitive manner.

7. Electronic Bus Service Registration (EBSR) to become the mandatory format for submitting bus registration particulars by 2014, and that such submissions are not accepted without the PTA acknowledging receipt of such information as prescribed in regulations.
8. The Public Service Vehicles (Registration of Local Services)(Scotland) Regulations 2001 should be amended such that the duty to inform the relevant authority(ies) of an application to register, vary or withdraw a bus service is replaced.
9. A Scotland-specific version of the Department for Transport's emerging Guidance on Best Practice in Bus Service Tendering should be published, and include provisions to allow a more streamlined, effective and quicker procurement process, and use of best value, de minimis tendering (with appropriate subsidy limits), service concessions, and utilisation of provisions within the forthcoming Procurement Reform Bill.
10. The law in Scotland to be amended to provide the Traffic Commissioner with powers to reject a local service registration in cases where the applicant fails to consult with the Public Transport Authority, and / or provided the PTA evidences legitimate concerns regarding safety, network coverage, road network capacity, compliance issues, improper conduct, service deliverability, and / or that the service is not in the public interest.

3.3 Clydeplan – Strategic Development Plan (SDP)

<p>Clydeplan – Strategic Development Plan (SDP)</p>	
<p>Regional Policy</p>	<p>2017</p>

City Region as a Connected Place

The SDP acknowledges that modal shift from private to public transport supports moves towards a low carbon economy (consistent with the Scottish Economic Strategy objectives). It also states that increasing active travel through creation of walking and cycle networks and behaviour change has a vital role in achieving these goals, reducing inequalities and creating health benefits.

It lists key current strategies such as the Strategic Transport Projects Review and the related Infrastructure Investment Plan and SPT's RTS. The document also refers to investment already taken place and proposed schemes through the City Deal such as Glasgow Airport Access Project, Strathclyde Bus Investment Programme and improved transport infrastructure in support of several Community Growth Areas.

The Vision and Spatial strategy is designed to promote sustainable transport options and integrate land use and transport. The SDP highlights that to support this; a complete step change is required on a number of themes, in particular:

- Maximising use of existing infrastructure and recognising that bus is the most used mode across the city region
- Improved public transport provision in terms of quality and frequency
- Focus on regional bus hubs including park and rides
- Support for smartcard ticketing to ensure integration across modes
- Increasing active travel
- Modal shift from private to public modes and towards rail or water in terms of freight.

A range of core transport corridors and strategic options are presented and East Dunbartonshire features with two inclusions. The A803 Glasgow / Bishopbriggs / Kirkintilloch corridor is included with identified potential options as a Quality Bus Corridor, EGIP and Park and Ride options. The A81 is also included with the Glasgow/Bearsden/Milngavie corridor stating improved heavy rail frequency and a quality bus corridor identified as possible options.

The SDP states that given the significant levels of on-going investment in the strategic road, rail and public transport networks and the city deal projects, it is proposed that Clydeplan, Transport Scotland and SPT undertake a strategic review of the west central Scotland area in order to consider areas for further study.

The SDP has a specific policy for creation of a strategic walking and cycling network. Furthermore Clydeplan discusses the importance of enhancements to sustainable access to Glasgow Airport. Clydeplan also supports development of High Speed Rail to the city region in order to improve wider connectivity.

4. Local Policy

4.1 Local Outcomes Improvement Plan

Local Outcomes Improvement Plan	 sustainable thriving achieving East Dunbartonshire Council www.eastdunbarton.gov.uk
Local Policy	2017 – 2027

The East Dunbartonshire Local Outcomes Improvement Plan (LOIP) sets the outcomes that the council wants to achieve in conjunction with the people and communities of East Dunbartonshire. The LOIP 2017-2027 reiterates the strategic direction, priorities and outcomes which have been agreed for delivery with community planning partners. The Plan is based on a robust analysis of local need, evidenced through engagement with local people and communities together with data taken from the 2011 Census and Scottish Index of Multiple Deprivation.

The LOIP sets out 6 local outcomes that aims to achieve the best with the people of East Dunbartonshire. The LTS can potentially support all the outcomes indirectly, but can directly support the following 3 outcomes.

- East Dunbartonshire has a sustainable and resilient economy with busy town and village centres, a growing business base, and is an attractive place in which to visit and invest.
- Our children and young people are safe, healthy and ready to learn
- East Dunbartonshire is a safe place in which to live, work and visit
- Our people experience good physical and mental health and wellbeing with access to a quality built and natural environment in which to lead healthier and more active lifestyles

4.2 East Dunbartonshire Council – Local Transport Strategy 2013-2017

Local Transport Strategy	
Local Policy	2013 – 2017

The East Dunbartonshire LTS was published in 2013. The LTS has three action plans, one for active travel, one for public transport and a third for roads and parking.

The LTS was developed in partnership with other stakeholders and involved extensive consultation. The strategy consisted of various chapters, including:

- A review of the previous LTS
- Review of changing demography and economy
- Transport network and travel review
- Policy context review
- Consultation
- Issues – these were split by geographical area into four subsections
- Vision and objectives
- Action Plan
- Targets, Monitoring and evaluation

The review highlighted a declining and aging population with a corresponding fall in economically active people and the wage differential between those who live in the area and those who work in the area is high. The review identified that commuting is an important issue for East Dunbartonshire.

A review of the active travel network and infrastructure investment was carried out. A review of rail travel identified that patronage had increased significantly and that the EGIP programme was planned to deliver increased capacity on the lines. The review of bus services showed that bus patronage had fallen in the area and nationally. It was also recognised that ensuring comprehensive service cover across the area is challenging due to financial viability. Most bus services are commercially operated and as such, non-viable services require to be subsidised. Distance travelled on the roads and traffic had decreased, likely due to the economic downturn in 2008. East Dunbartonshire has a higher than average rate of car ownership.

The policy context chapter took account a range of national, regional and local policy documents published prior to 2013.

The LTS carried out consultation and stakeholder questionnaires. The responses highlighted that the issues most important to people were; maintaining the roads and paths, improving public transport and improving road safety. Other topics like repairing potholes, road surfacing and winter

maintenance were identified as priorities. Other measures such as improving walking and cycling access to stations, off road cycle lanes and path upgrades were identified as active travel priorities. Improving public transport services, increasing parking capacity at public transport infrastructure and working with partners to encourage integration were identified as good priorities. Respondents highlighted that encouraging modal shift to sustainable modes of transport and improving street design to ensure that walking and cycling are enabled was important.

The LTS highlighted seven transport objectives:

- Delivering a safe transport network across all modes
- Improving the health and wellbeing of the community through promoting sustainable travel, attractive well designed streets and active travel routes throughout East Dunbartonshire
- Enhancing the accessibility of services, facilities and businesses in East Dunbartonshire, which promotes social inclusion
- Delivering reliable and efficient public transport services through close working with key transport partners and providers in order to achieve modal shift
- Ensuring that existing roads and footways are maintained incorporating high environmental and design standards
- 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
- 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.

4.3 East Dunbartonshire Council - Active Travel Strategy – 2015-20120

<p>Active Travel Strategy</p>	
<p>Local Policy</p>	<p>2015 – 2020</p>

East Dunbartonshire Council's Active Travel Strategy was published in December 2015 and contains a comprehensive active travel network review as a background report. The ATS sets out two action plans; one related to Infrastructure and another related to behaviour change. The ATS will form a significant part of the LTS and will in particular ensure that active travel actions will link effectively with other modes of transport, both public and private.

Given the recent publication of this work, it should not be necessary to reproduce the same work but use findings that arose through the ATS process to inform the LTS. The ATS aims to be consistent with government and regional targets and aspirations while also bearing in mind results from the recent Route Corridor Studies.

The ATS carried out a comprehensive network review along with a SWOT analysis before producing two actions plans that were directly linked to the strategy aims. The ATS has the following aims:

1. Facilitate an increase in the proportion of everyday journeys and leisure journeys made by walking and cycling in East Dunbartonshire.
2. Deliver a more connected network of active travel routes and infrastructure incorporating high environmental and design standards.
3. Facilitate delivery of behavioural change, through activities such as training and promotion of active travel.

Aim 1: Facilitate an increase in the proportion of everyday journeys and leisure journeys made by walking and cycling in East Dunbartonshire.

The strategy's first aim focuses on increasing the number of journeys made by walking and cycling and explicitly mentions the need to facilitate journeys, which implies carrying out works to actually enable active travel. This aim identifies increasing everyday journeys but also leisure journeys.

Aim 2: Deliver a connected network of active travel routes and infrastructure.

The second aim explicitly mentions delivery of a more connected network and reduces the risk of the strategy generating projects which fail to address gaps in the existing network. Successful delivery of this aim is likely to act as an enabler for those considering using active travel for everyday journeys but currently do not. It is likely to make a positive contribution to delivery of the overall vision for active travel in the authority area.

Aim 3: Facilitate delivery of behavioural change, through activities such as training and promotion of active travel

The third aim acknowledges the need to make active travel easier for people to undertake in order to deliver widespread behavioural change. This aim identifies that measures such as programmes of training and promotion need to be carried out in tandem to ensure both those who require training and those who simply need more information to enable them to walk or cycle more are enabled.

The ATS is committed to producing a monitoring report every two years.

4.4 East Dunbartonshire Council – Local Development Plan

Local Development Plan	
Local Policy	2017 - 2022

The Local Development Plan sets out a strategy for land use in East Dunbartonshire and provides a set of policies used to determine planning applications. The LDP outlines the Council's approach to adopting an integrated approach to development, land use and transport, and supports the enhancement of a sustainable transport system that will facilitate economic growth and fulfil the area's development needs. In particular, new developments require to be well served by frequent and accessible public transport services, and walking and cycling infrastructure to ensure that a range of sustainable, practical and healthy travel options are enjoyed by people who visit, live or work in East Dunbartonshire.

The Plan states that:

- Development should be directed to locations where, in line with Scottish Planning Policy the need to travel is reduced, there are already existing public transport services and active travel routes, and the effect on air quality is minimised.
- Development should not have a detrimental effect on strategic road or rail networks, public transport or active travel infrastructure. When development is likely to have a significant adverse effect on the transport network, proposals should include provision for associated infrastructure or measures that will relieve pressure on the network and mitigate against negative impacts.
- In order to deliver this infrastructure all significant proposals for travel-generating uses are expected to be accompanied by a comprehensive transport assessment and travel plan which outlines measures required to mitigate impacts of developing the site on the wider network. Such infrastructure should be provided as part of the development by the developer and/or through a planning obligation.
- An Air Quality Assessment should be carried out when a development is likely to cause detrimental effects on air quality, especially if affecting existing Air Quality Management Areas. Furthermore, the provisions of air quality management plans will be a key consideration in assessing proposals with potential to impact on local air quality in these areas.

4.5 East Dunbartonshire Council – Core Path Plan

Core Path Plan	
Local Policy	2009

The development of the Core Path Plan was carried out in terms of the Land Reform (Scotland) Act 2003 and the associated guidance. Over 1000 East Dunbartonshire residents, representative of all communities, were involved in the early consultation process which identified the routes to be considered for inclusion. The routes were then assessed against a series of criteria and in consultation with East Dunbartonshire Access Forum, the Draft Core Path Plan was drawn up. These were considered by the Access Panel and the Council and the necessary modifications made to the Plan.

A Core Path can be a remote and grassy path or black tarmac and urban. Not every path in East Dunbartonshire is adopted as a Core Path. Core Paths are well used, connect people to where they want to go and connect to each other. The Core Path network forms a strong skeleton of routes. Those paths not designated as Core Paths flesh out this skeleton, completing the network and fulfilling important roles as local paths. As with other Core Paths Plans across Scotland not every user will be able to use every Core Path. However, the aim is to ensure that the least restrictive boundary crossings and access points will be installed on our Core Paths. To help people navigate the network, Core Paths are signposted and are promoted.

The Land Reform (Scotland) Act 2003 states that a Core Path Plan should be “sufficient for purpose”. The extent of the path network has been established by the views expressed during public consultation.

A number of principles underpin the EDC Core Path Plan:

- The Core Path Network will bring our communities together. Paths will start and finish near where people live. Paths will link people to their town centres, work places and schools.
- Through time each Core Path will be sign posted at key access points and the least restrictive access option will be used where gates and barriers are required.
- Core Paths will be “fit for purpose”. This means that a path should be of a standard appropriate for the anticipated users and location. A Core Path in the Campsie Fells can be a simple sheep track while an urban Core Path may have street lighting and bitumen surface.

- The Plan is the foundation for building our path network - a network that will provide many benefits. Most importantly it will secure a fundamental entitlement, the freedom to walk unimpeded through our towns, villages and countryside.
- The Forth and Clyde Canal, Allander/Kelvin Way, and the Strathkelvin Railway Path provide the basic scaffolding for the Plan. Connecting into this are the second tier of routes identified as having special importance to local communities. The network is fully fleshed out by local or less used routes that will not be Core Paths but contribute in their small way to the greater plan.

The CPP has a defined set of objectives:

- The Core Path plan will provide for walkers, cyclists, and horse riders of all abilities.
- The Core Path Plan will improve the health and well-being of our communities by delivering a path network that gives everyone opportunities for uncomplicated everyday physical exercise.
- The Core Path Plan will support the reduction of traffic congestion and pollution by providing everyone with opportunities to make journeys on foot and by bike.
- Building on the growth in walking and cycling, the Core Path Plan will 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.
- The Core Path Plan will support good farming and land management and minimise irresponsible behaviour by proactively managing access to the countryside.

Each path was selected following careful public consultation and a consideration of the Core Path selection criteria. The Land Reform (Scotland) Act 2003 (sections 17 – 20) set out that each Local Authority must draw up a Core Paths Plan that “provides the basic framework of routes sufficient for the purpose of giving the public reasonable access throughout their area. This basic framework of routes will link into and support wider paths.” The Council believes that this Core Paths Plan gives the people of East Dunbartonshire a path network that enhances the daily quality of life and provides in many cases, feasible travel options as well as leisure routes.

4.6 East Dunbartonshire Council – Economic Development Strategy

Economic Development Strategy	
Local Policy	2017-2020

The 2017-2020 Economic Development Strategy sets out four priorities of; Town and Village centres, Business Support and Growth, Increasing Tourism and Sustainable Development. The objectives for these priorities which the LTS will contribute towards are outlined below:

Town and Village Centres

Objective 2 – Creating places that are active, accessible and attractive by ensuring towns are physically appealing, pedestrian friendly, well-connected to local assets and have good quality spaces and infrastructure.

Increasing Tourism

Objective 9 – Investigating the economic benefit generated from local tourism assets, benchmarking from other areas, and using this knowledge to develop and improve tourism infrastructure and assets.

Sustainable Development

Objective 11 – Attracting pedestrians and cyclists into town centres by ensuring there are high quality parks and routes to surrounding areas nearby; and promoting behaviour change initiatives for active travel, reducing reliance on cars and carbon emissions

4.7 East Dunbartonshire Council – Green Network Strategy

Green Network Strategy	
Local Policy	2017 – 2022

The GNS aims to protect and enhance the green network in East Dunbartonshire and has undertaken an opportunities mapping exercise in partnership with the Central Scotland Green Network Partnership which aims to identify clear opportunities for setting priorities for enhancement.

The GNS has close links with the Active Travel Strategy as some of the Active Travel network is clearly part of the green network. The ATS states that any new infrastructure will take cognisance of emerging priorities within the GNS and any new active travel infrastructure will be delivered to the highest environmental standards.

Policies within the next LTS will affect the green network and will take into consideration protected statuses identified through the GNS.

The GNS Ambition and Objectives are given below:

Ambition:

East Dunbartonshire is an attractive place to live, work and visit. It's built and natural environment improves the quality of lives, supports wellbeing and safe active travel, enables sustainable economic growth, improves connectivity and allows nature to flourish.

Aims:

- To contribute to the delivery of the vision and outcomes of the Central Scotland Green Network and Glasgow and Clyde Valley Green Network Partnership.
- To protect, enhance and expand the existing green network to realise a range of benefits including improved habitat connectivity, enhanced biodiversity value, improved access to greenspace and provision for active travel, enhanced health and wellbeing, and adaptation to the effects of climate change.
- A functioning and productive green network is seen as vital to society and the environment and measures to achieve this are incorporated into council policies and strategies. The value of the green network is considered in all decision making.

Objectives (by theme):

The objectives have been divided by theme reflecting the multifunctional nature of the green network. In order to deliver an effective and functioning green network, objectives under all themes

will have to be realised. The actions and projects that form part of this strategy can only be deemed successful where they integrate objectives across all four themes.

Safeguarding biodiversity

1. Improve the quality and quantity of habitat connections and prevent further fragmentation
2. Support the delivery of the East Dunbartonshire Local Biodiversity Action Plan and take into account the priorities and actions within neighbouring Local Biodiversity Action Plan, where appropriate.
3. Promote sustainable land and natural resource management practices that support and enhance biodiversity.
4. Promote the importance of biodiversity to society's health and wellbeing and encourage it to be accounted for at all levels of Council decision-making processes.

Mitigating and Adapting to a Changing Climate

1. Maintain and where possible improve the capacity of our natural environment to store carbon.
2. Support measures within the East Dunbartonshire Active Travel Strategy and emerging Sustainability and Climate Change Framework to reduce greenhouse gas emissions
3. Ensure new developments enhance the existing green network and promote the introduction of green infrastructure.
4. Realise opportunities for catchment scale, natural flood management

Supporting Sustainable Communities

1. Improve safe access to high quality open space and the wider countryside
2. Support development of Long Distance Routes and access to them to help connect East Dunbartonshire to the wider Central Scotland Green Network area and to provide connections between communities.
3. Support mental and physical health agendas and reduce health inequalities by encouraging outdoor exercise and developing positive associations with nature
4. Build community capacity and an appreciation of the green network by supporting opportunities for participation through volunteering, environmental education, training and skills development.

Enabling Sustainable Economic Growth

1. Provide attractive surroundings for business, including exploring the potential for green infrastructure and biodiversity-friendly management of open spaces, in order to stimulate economic growth, inward investment and jobs.
2. Promote an image of East Dunbartonshire as a place with excellent green assets that together represent a unique destination for tourism and day trips.
3. Support the development of local businesses and social enterprise to diversify the economy in line with the forthcoming Economic Development Strategy.

4.8 East Dunbartonshire Council - Carbon Management Plan 2015-2020

Carbon Management Plan	
Local Policy	2015 - 2020

The CMP outlines how the Council will aim to reduce its corporate emissions over a set time period. All local authorities are expected to produce this document and provide figures for estimated emission reductions for respective measures. The CMP covers Council emissions only and does not account for emissions created by other public sector organisations, the private or third sectors.

The latest East Dunbartonshire CMP introduced a new baseline year of 2012/13, where 32,420 tonnes of carbon dioxide equivalent (tCO₂e) were emitted from the use of electricity, natural gas, other fuels and transport (fleet and business travel) and from waste disposal. A target has been set to reduce the Council's total annual carbon footprint by 20% in relation to the baseline year, by the end of financial year 2019/20. Reductions will be achieved through a range of projects including renewables installations, fleet management initiatives and street lighting replacement, supported by a range of 'enabling measures' including policy development support and procurement processes.

The CMP identifies the Council's 2013/14 total CO₂ emissions. 11% of this was comprised of vehicle emissions from council vehicles. The CMP clearly makes the statement of the plan's target as: East Dunbartonshire Council will reduce its annual carbon footprint by 20% by the end of 2019-20 compared to the 2012/13 baseline carbon footprint. Chapter 4.2 lists current projects and other projects programmed to take place in the future that will contribute to achieving this target. For transport, the current projects are:

- Replacement of 21 fleet vehicles with reduced-emission models (2013/14)
- Replacement of 11 social and educational transport vehicles at Euro 4 standard with Euro 5 models (2014/15)

Planned future projects are:

- On-going fleet vehicle replacement (annual)
- Introduction of Eco-Driver training (planned for 2014-15)

The CMP also lists supporting activities, with the most relevant to transport being 'staff travel planning'. The action states: "The Council's Transport and Access Team includes a Transport Development Officer, whose remit includes facilitating staff transport to and from work by means other than private cars. While the biggest impact of this will be in relation to commuting patterns, which are currently excluded from the scope of this Plan, it is expected that business travel patterns

will also benefit, with a move from use of personal cars for business mileage to the use of Council fleet vehicles (which are generally more carbon-efficient) and non-car-based travel.”

While reduction of the Council’s energy use is the main purpose of the CMP and electricity and gas consumption in buildings makes up most of the opportunities, there is significant scope for reducing emissions in the transport section through changes in the make-up and operation of the corporate fleet. Some of these measures are currently in place and others are due to commence over the lifetime of the plan.

4.9 East Dunbartonshire Council – Culture Leisure and Sport Strategy

Culture Leisure and Sport Strategy	
Local Policy	2016 – 2021

The first combined strategy for culture, leisure and sport in East Dunbartonshire sets out the direction for culture, leisure and sport for at least the next 5 years by establishing an overarching ambition for provision within the area. The ambition is to be realised through a series of long-term objectives and key priorities for action. The strategy is intended as a high level document which identifies strategic and overarching issues however it does identify through the Action Programme key areas of work and who is responsible for ensuring that this work is undertaken.

The CLSS has the following ambition:

“Through strong partnership working East Dunbartonshire will be a place with first class culture, leisure and sporting opportunities where people enjoy fulfilled and active lives. East Dunbartonshire will be recognised as a leader in the provision of culture, leisure and sport making a significant contribution towards the Scottish Governments purpose of creating a more successful country.

We will further improve the health and wellbeing of our community by increasing participation in culture, leisure and sport. We will strengthen local partnerships and improve local infrastructure and facilities. We will safeguard and increase opportunities for all residents, workers, visitors and volunteers to take part. We will promote the benefits of participation in culture, leisure and sport and the opportunities available.”

It also has the objectives:

1. Increasing Participation for All
2. Improving Physical/ Mental Health and Well-being
3. Developing People
4. Maintaining the Quality of Our Existing Culture, Leisure and Sports (CLS) Offer & Maximising Opportunities

Objective 1 of the CLSS requires an effective transport network with good connections between settlements and good connections between residential areas and services such as museums, sports and leisure centres, libraries, theatres and other locations where residents participate in cultural, sporting or leisure activities.

Objective 2 relates to improved health and well-being. While transport generally facilitates participation in culture, leisure and sport, active travel can have a positive contribution to this objective and it allows people to integrate physical activity into participating in other activities.

4.10 Local Air Quality Action Plans



<p>Local Air Quality Action Plans</p>	
<p>Local Policy</p>	<p>On-going</p>

Planning Guidance on air quality will be produced in 2018. The guidance will outline how developments will consider air quality issues and ensure any adverse effects of development through increased vehicle trips will be mitigated.

Draft Bearsden Air Quality Action Plan (2018)

In 2011, East Dunbartonshire Council declared an Air Quality Management Area in Bearsden. The draft Bearsden Air Quality Action Plan sets out a range of actions that aims to reduce harmful emissions that have an adverse effect on air quality.

The plan is currently under development and is subject to change but many of the actions within the draft plan are consistent with the Local Transport Strategy and the Active Travel Strategy.

Bishopbriggs Air Quality Action Plan (2012)

In 2005, East Dunbartonshire Council declared an Air Quality Management Area (AQMA) in Bishopbriggs. The Air Quality Action Plan considers measures that the Council could support to reduce emissions of NO₂ and PM₁₀ across the Greater Glasgow area as well as measures that the Council could implement to reduce emissions, particularly those from road traffic within East Dunbartonshire and particularly within the designated AQMA.

5. Summary

There are a wide range of national, regional and local strategies that are pertinent to the development of the next iteration of the East Dunbartonshire Council Local Transport Strategy. There are some common themes and principles arising from the review of these plans and strategies. It is worth restating the National Transport Strategy's three strategic outcomes, which the Scottish Government aims to work towards:

- Improved journey times and connections - to tackle congestion and lack of integration and connections in transport
- Reduced emissions - to tackle climate change, air quality, and health improvement
- Improved quality, accessibility and affordability - to give people a choice of public transport

These strategic outcomes link a range of overriding themes that are central to government and local transport objectives.

Table 1 below summarises common themes emerging from the policy review across all the documents discussed:

Table 1: Themes and Strategies

Theme	Strategy Document
Reducing inequality	National Transport Strategy (2006 and 2015) National Walking Strategy (2014) Strathclyde Partnership for Transport - A Catalyst for Change: Regional Transport Strategy (RTS) EDC Local Transport Strategy EDC Active Travel Strategy EDC Core Path Plan EDC Proposed Development Plan EDC Local Outcome Improvement Plan EDC Culture Leisure and Sport Strategy
Transition to a Low Carbon Economy - Reducing emissions	National Transport Strategy (2006 and 2015) National Walking Strategy (2014) Cleaner Air for Scotland – The Road to a Healthier Future (CAFS) Low Carbon Scotland: Meeting our Emissions Reduction Targets 2013-2027: The Second Report on Proposals and Policies (RPP2), Cycling Action Plan for Scotland (CAPS) Strathclyde Partnership for Transport - A Catalyst for Change: Regional Transport Strategy (RTS) EDC Local Transport Strategy EDC Active Travel Strategy EDC Green network Strategy EDC Carbon Management Plan 2015-2020
Reducing congestion	National Transport Strategy (2006 and 2015) National Walking Strategy (2014)

	Cycling Action Plan for Scotland (CAPS) Strathclyde Partnership for Transport - A Catalyst for Change: Regional Transport Strategy (RTS) EDC Local Transport Strategy EDC Active Travel Strategy
Improving health	National Transport Strategy (2006 and 2015) Cycling Action Plan for Scotland (CAPS) National Walking Strategy (2014) Cleaner Air for Scotland – The Road to a Healthier Future (CAFS) EDC Active Travel Strategy EDC Core Path Plan EDC Green network Strategy EDC Local Outcome Improvement Plan EDC Emerging Air Quality Strategy and Local Air Quality Action Plans
Improving integration	National Transport Strategy (2006 and 2015) Cycling Action Plan for Scotland (CAPS) EDC Local Transport Strategy EDC Active Travel Strategy
Enabling sustainable economic growth	National Transport Strategy (2006 and 2015) EDC Local Transport Strategy EDC Active Travel Strategy
Improving safety	National Transport Strategy (2006 and 2015) EDC Local Outcome Improvement Plan EDC Local Transport Strategy EDC Active Travel Strategy

The high level priorities from the Scottish Economic Strategy of improving competitiveness and tackling inequality are underpinned by transport and filter down into the high level objectives of the National Transport Strategy. Central to these two key themes is the transition to the low carbon economy. Enablers of the higher level themes like improving integration, reducing congestion, improving safety and improving health are all fundamental to drive progress towards reducing inequality and improving competitiveness in order to facilitate sustainable economic growth.

At a local level, the East Dunbartonshire Strategies all embody these central themes and while some are aimed at quite specific subject areas, all contribute to improving sustainable economic growth and reducing inequality.

For transport, the relevant themes which will allow East Dunbartonshire to contribute to the national, and regional goals of reduced inequality and improved competitiveness are:

- Reducing congestion on our roads to improve the effectiveness and performance of the road network.
- Reducing emissions to ensure a cleaner environment and improved air quality across the authority area.

- Reducing inequality - enhancing social inclusion by ensuring the transport network is accessible to all.
- Improving integration between transport modes to make in-journey mode changes quicker and easier to encourage use of sustainable transport.
- Improving health by promoting and increasing the levels of active travel in the authority area.
- Improving safety for all users of the transport network – making an effort to reduce the number of accidents and increasing personal security on public transport.