

## A81 ROUTE CORRIDOR STUDY OPTIONS

The A81 options were discussed in the A81 Route Corridor Study produced by WSP on behalf of East Dunbartonshire. The options were derived in line with the overarching objective 'to shift to more sustainable modes of transport on the A81 corridor' and the two sub-objectives to 'increase non-car mode share by 7.5 percentage points over a 5 year period' and 'increase public transport use by 5 percentage points over a 5 year period'. The options are seen as alternatives to each other, with the exception of the 'do minimum' options which have been assessed as a package.

Options and Alternatives	SEA ENVIRONMENTAL FACTORS									SEA Preferred Option
	Population and Human Health	Cultural Heritage	Biodiversity, Flora and Fauna	Soil and Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets	
<b>Option Assessment</b>										
Option 1 Alternative 1	++	X	X	X	X	X	++	++	+	✓
<b>Proposed Option: Do minimum</b> <ul style="list-style-type: none"> <li>Increased cycle parking at Milngavie Station from 28 to 50 spaces</li> <li>Installation of real time passenger information at bus stops along the A81 corridor</li> <li>Extension of SCOOT adaptive traffic signal control system in Milngavie Town Centre</li> </ul>										
<b>Assessment Commentary:</b> Each of these proposed options will help to achieve greater use of active and sustainable transport in Milngavie and Bearsden. In particular, real time passenger information at bus stops along the A81 is likely to result in positive impacts to <b>Population and Human Health</b> by promoting a more reliable and attractive network of sustainable bus travel options but with particular benefits to those communities that utilise the A81 for leisure and commuting purposes. This is also likely to result in a more reliable network, promoting a change in less car-based travel and reducing associated pollutants demonstrating positive impacts to <b>Air Quality, Climatic Factors and Material Assets</b> . There may also be potential significant effects to <b>Air Quality</b> as greater bus use and less car use will help to reduce the risk of poor air quality along these routes which both have a designated AQMA at Canniesburn Toll.  To add to these effects, SCOOT systems in Milngavie town centre will have a direct influence on traffic flow which in turn will directly positively impact on <b>Air Quality, Climatic Factors, Material Assets and Population and Human Health</b> in terms of										

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	<p>reducing congestion and associated emissions which contribute to urban heating and poor air quality, improving journey times and contributing to efficient transport networks. SCOOT systems can also help to detect incidents which can increase safety on the roads and further ensure that the transport network operates with minimum issues. For bus travel, this option will help to give buses priority on the road which will help to improve bus journey times and increase the attractiveness of bus as a sustainable mode of transport.</p> <p>Furthermore, increased cycle parking at the Milngavie Station will encourage greater use of cycling as a form of sustainable transport and encourage the use of trains for onward travel. This will add to the effects already mentioned above.</p>									
Option 2 Alternative 1 ✓	+/++	-	X	X	X	X	+	+	+	
	<p><b>Proposed Option: Extension of segregated Bears Way cycleway Northwards to Milngavie Town Centre and South to Kessington (i.e. phases 2 and 3)</b></p> <p><b>Assessment Commentary:</b> See Bearsden &amp; Milngavie Option 29, Alternative 2.</p>									
Option 2 Alternative 2 ✓	+/-	-	X	X	-	X	-/+	-/+	+	
	<p><b>Proposed Option: Expansion of Milngavie Station Car Park from 134 to circa 240 spaces via decking</b></p> <p><b>Assessment Commentary:</b> It is anticipated that this option will present potential negative impacts to <b>Cultural Heritage, Landscape, Air Quality and Climatic Factors</b> in terms of the following effects:</p> <ul style="list-style-type: none"> <li>• Potential detraction from the adjacent Conservation Area status and Townscape Protection Area which is within close proximity to the station car park due to the visual impact of decking in the town centre area; and,</li> <li>• Encouragement of car use to access the train station for onward travel, resulting in an increase of localised emissions in this central location in Milngavie and contributing to localised effects of climate change.</li> </ul> <p>This proposal also has the potential to present positive impacts for <b>Population and Human Health and Material Assets</b> by enhancing connectivity for people to access essential services, employment and leisure opportunities, particularly where parking was a constraints for using the rail network for onward travel. However, the mentioned impacts to air quality has the potential to affect health negatively as a result of emissions in the air, particularly for vulnerable people.</p>									

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Option 2 Alternative 3	+/-	X	X	X	X	X	-	-/- -	0	
	<p><b>Proposed Option: Provision of additional car parking for Hillfoot Station at South Kilmardinny</b></p> <p><b>Assessment Commentary:</b>            Additional car parking provision at Hillfoot Station is likely to present a range of both positive and negative environmental effects. Although this option will encourage use of train for onward travel by helping to encourage connectivity for <b>Population and Human Health</b>, particularly where parking provision was an issue restricting use previously, this option is likely to increase private vehicle use, further contributing to poor <b>Air Quality</b> locally and increasing the negative effects for <b>Climatic Factors</b>. Furthermore, the site is located within a flood risk area, which may result in significant effects to <b>Climatic Factors</b> by increasing the risks for future flooding in this area, with secondary impacts to train service efficiencies. The impacts to air quality and flood risks has the potential for secondary health-related impacts for <b>Population and Human Health</b> as there will be an enhanced risk of exposure to transport emissions. Although the proposed option will promote changes to the current transport network to some extent in terms of encouraging sustainable options for onward travel, the option does not entirely promote sustainable transport networks and therefore the effects for <b>Material Assets</b> are likely to be neutral.</p>									
Option 2 Alternative 4	++ +/-	?/-	?/-	?/-	X	?/-	++ +/-	++ +/-	++ +/-	✓
	<p><b>Proposed Option: Construction of a single track single platform railway station at Allander, including new access from A81, with 150 space car park and cycle parking</b></p> <p><b>Assessment Commentary:</b>            This option will present an opportunity for more people to access rail services, particularly those in the Allander area which will present a shift towards a more sustainable transport network in Milngavie with options to access rail services by car or active travel. By doing so, development of the option is likely to present positive effects, with the potential for significant impacts, to <b>Population and Human Health and Material Assets</b> and secondary impacts to <b>Air Quality and Climatic Factors</b> due to a potential shift towards more sustainable options, with better options to reduce the need for vehicle use and therefore reducing local emissions and reducing the local impacts to climate change, including potential worsening of the nearby flood risks that can be associated with increased urban temperatures.</p> <p>However, there are potential negative impacts that may result from this option for each of the environmental factors including:</p>									

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	<ul style="list-style-type: none"> <li>Construction-related impacts such as waste from the building of the new platform and creation of a car park, resulting in potential dust in the air, disturbance to and removal of soil, potential habitat fragmentation and disturbance to local wildlife, and surface-water run off to nearby water sources;</li> <li>Potential increase traffic locally as people access the station via car, which in turn can increase congestion and associated emissions;</li> <li>Impacts to the flood risk area at the proposed site for the platform from its construction; and</li> <li>Uncertain, but potential negative effects, to the adjacent area designated as being within the Antonine Wall World Heritage Site buffer zone. The building of the platform will need to be in line with guidance from Historic Environment Scotland where the location overlaps with the buffer zone.</li> </ul> <p>Although the track currently encroaches on green belt, the provision of a new platform and car park is unlikely to impact on this.</p>									
Option 2 Alternative 5	+/+ +/-	-	?/-	?/-	-	?/-	+/+ +/-	+/+ +/-	+/+ +/-	
	<p><b>Proposed Option: Doubling of the railway line between Hillfoot and Milngavie, double platform railway station at Allander, including new access from A81, 150 space car park and cycle parking</b></p> <p><b>Assessment Commentary:</b>  This option has the potential to result in similar positive effects as described in the assessment for Option 2 Alternative 4 for <b>Population and Human Health, Air Quality, Climatic Factors and Material Assets</b> in terms of the role this option can play in encouraging a shift towards a more sustainable network in Milngavie with better access to rail services. The option is also likely to present similar potential negative impacts as those mentioned in Option 2 Alternative 4, however there are more likely to be negative impacts to <b>Cultural Heritage, Landscape and Material Assets</b>. Doubling the railway line and the creation of a double platform will not only result in more construction waste with particular impacts to the Antonine Wall World Heritage Site buffer zone that the track runs adjacent to but will also involve the removal of the existing single track which could encroach further into the green belt with potential disturbance to the value of the green belt and habitats.</p>									

