

SEA Environmental Report: PART 1

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SEA Environmental Report: PART 2

An SEA
Environmental
Report is
attached for:

Active Travel Strategy 2

The Responsible
Authority is:

East Dunbartonshire Council

SEA Environmental Report: PART 3

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Date

25/08/2026

STRATEGIC ENVIRONMENTAL ASSESSMENT
ENVIRONMENTAL REPORT

**East Dunbartonshire's
Active Travel Strategy 2**

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Abbreviations

AQMA	Air Quality Management Area
ATS	Active Travel Strategy
CAP	Climate Action Plan
LDP	Local Development Plan
LNCS	Local Nature Conservation Sites
LNR	Local Nature Reserves
SSSI	Sites of Special Scientific Interest
LOIP	Local Outcome Improvement Plan
LTS	Local Transport Strategy
RIGS	Regionally Important Geological Sites
SIMD	Scottish Index of Multiple Deprivation
TPO	Transport Planning Objectives

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Non-Technical Summary

Strategic Environmental Assessment and the Active Travel Strategy 2

As part of the preparation of the Active Travel Strategy 2 (ATS2), East Dunbartonshire Council have carried out a Strategic Environmental Assessment (SEA). The process of SEA is a systematic method for considering the likely environmental effects of this Strategy. It aims to:

- Integrate environmental factors into ATS2 preparation and decision-making.
- Improve the ATS2 and enhance environmental protection.
- Increase public participation in decision-making.
- Facilitate the openness and transparency of decision-making.

This Environmental Report documents the SEA of the ATS2. The relevant components have been assessed in parallel to the development of the ATS2. This has assisted East Dunbartonshire Council in refining the ATS2 in order to avoid or mitigate the negative environmental effects and to further enhance the positive environmental effects.

Key Facts Relating to the Active Travel Strategy 2

Responsible Authority	East Dunbartonshire Council
Title of Plan Programme or Strategy (PPS)	Active Travel Strategy 2 (ATS2)
Purpose of PPS	The Council currently has an Active Travel Strategy 2015-2020. There are many projects within this that have been completed or are underway, alongside projects that have not progressed. The purpose of creating ATS2 is to carry on the work progressed through the first ATS and to identify new projects which can deliver on the Transport Planning Objectives (TPOs) of the Local Transport Strategy (LTS) and Action 7 within the LTS action plan. This action centred on creating a new ATS to ensure a consistent approach is taken to increase levels of walking, wheeling and cycling and plan further improvements to connections within East Dunbartonshire and onwards to neighbouring areas. It is also now a key requirement of funding partners that projects for which funds are sought are linked to a strategy which is based on evidence and strategic aims. A main purpose of the ATS2 is therefore to provide the Council's delivery teams with clear plans for future projects based on a sound evidence base. This will assist the Council in securing funding streams to continue to deliver high quality active travel projects within East Dunbartonshire's communities. Production of a successful strategy which meets this purpose will be achieved through the completion of the following key tasks: • Engaging and wide-ranging community and stakeholder input from a variety of demographics at key stages. • Establishing an evidence base through reviews of policy, data and public attitudes.

	• Review of ATS 2015-2020 content, process and progress. • Robust network audit and review. • Setting out a Council priority hierarchy for active travel delivery and maintenance.
What prompted the PPS	The current ATS was in place for the period of 2015-2020. A new ATS2 is required to continue to provide delivery teams with projects based on the latest policy and evidence. This will assist the Council in securing external funding to deliver future projects: some funding streams are dependent on local authorities having produced an up-to-date active travel strategy.
Subject	Transport - active travel
Period covered	2027 – 2037
Frequency of updates	There will be an annual review against monitoring indicators and progress against individual actions once the strategy is in place. It is anticipated this will be done internally with a mid-term report to the Place, Neighbourhoods and Corporate Assets (PNCA) Committee, or as Elected Members see fit.
Area covered by PPS	Area wide
Proposed outcomes	To provide an updated action plan for improved active travel infrastructure and behaviour change initiatives to be delivered by the Council and partners. Overall, this is intended to increase participation levels of walking, wheeling and cycling and decrease car dependency in East Dunbartonshire, contributing to improved personal health and wellbeing, improved safety, reduced inequality, increased sustainable economic development, reduced greenhouse gas emissions and improved local air quality. This will contribute to the Council's modal shift targets set out in the Climate Action Plan (CAP). The objectives of the ATS2 will closely align with the TPOs of the LTS. However, below outlines specific priorities for active travel based on a review of policy that will help give this strategy its own specific focus whilst keeping with the Council's agreed objectives. The priorities proposed in the ATS2 are listed under the corresponding LTS TPO: Increasing modal shift - Provide safe and easy access to everyday places. - Improve integration between active travel and public transport. Reducing inequalities - Empower and encourage all groups of people to walk, wheel and cycle more. Reducing emissions - Improve active travel opportunities to and through areas where air quality issues may pose risks to the public and, in particular, children (for example schools and town centres). Economic growth - Make East Dunbartonshire an attractive place for active travel to generate more sustainable business for the local economy. Improving health

	- Improve physical health, mental health and overall well-being by providing better opportunities for walking, wheeling and cycling for travel to work/school and for leisure and exercise purposes, including enhanced access to areas of green space. Improving safety - Ensure vulnerable road users, including those walking, wheeling and cycling, are safe on East Dunbartonshire's road network. - Ensure surfaces are of a high standard so appropriate paths and routes can be safely accessed and enjoyed by all.
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Context of the Active Travel Strategy 2

Producing a new ATS was a committed action within the LTS 2020-2025. The ATS2 will be developed to align with the TPOs of the LTS and ensure a modal shift towards journeys made by walking, cycling and wheeling which will contribute to reduced emissions, reduced inequality, sustainable economic development and improved safety for travelling actively in East Dunbartonshire.

The ATS2 is a detailed ambition for enhancing active travel and how it links to sustainable transport in East Dunbartonshire. The strategy will replace the ATS 2015-2020 which contributed to delivering and envisaging an area that has realistic options to travel actively for everyday journeys. Going further and reflecting significant changes in the regional and national policy context since 2015, the ATS2 aims to enhance the opportunities to travel actively in East Dunbartonshire to the point where it is the natural choice for local, everyday trips in the area.

The ATS2 accounts for further improvements that can be made to improve connections within East Dunbartonshire and connections to neighbouring areas.

Environmental Baseline Data for East Dunbartonshire

The environmental baseline information for East Dunbartonshire has been identified in relation to each of the SEA environmental topics; *Population and Human Health; Biodiversity, Flora and Fauna; Cultural Heritage; Landscape; Soil and Geology; Water Quality; Air Quality; Climatic Factors* and *Material Assets*. The information has been collated using a range of statistics and resources, including information from NatureScot, the Scottish Environmental Protection Agency (SEPA), Historic Environment Scotland (HES), Forestry Commission Scotland, Scottish Government, National Records and Air Quality Scotland, as well as local information obtained from the different relevant Services within the Council. The baseline data has been updated where data has become available in order to ensure that it is as relevant as possible.

Section 2.1 of the main report contains a full outline of the environmental baseline data for each of the environmental topics considered in the SEA, including spatial representations of the main environmental constraints in East Dunbartonshire using Geographical Information Systems (GIS).

Existing Environmental Issues

Reviewing the environmental baseline data for East Dunbartonshire helped to identify any existing environmental issues that would need to be considered during the preparation and implementation of the ATS2. The likely nature of the environment without the Strategy in place has also been described along with the implications of this for the Council, where appropriate.

The main challenges include:

- Hillhead & Harestanes, Lennoxton, Twechar and Auchinairn have been identified as areas of socio-economic deprivation according to the Scottish Index of Multiple Deprivation (SIMD).
- The need to enhance and promote current active travel networks, particularly their integration within wider regional networks to provide further health and leisure benefits to the community, particularly deprived and/or vulnerable individuals.
- Conflicts between access to the environment and local biodiversity, habitats, cultural and heritage assets. However, improved active travel mobility could encourage access, giving residents and visitors greater opportunity to experience and enjoy the assets of their local communities.
- Air Quality Management Area (AQMA) in Bishopbriggs. The options explored in the ATS2 will contribute to local air quality management to ensure reductions in harmful emissions.
- Enhancement of local active travel will play a role in mitigating or adapting to the effects of climate change.
- Road space constraints on certain carriageways.
- Travel habits engrained over decades of a car dominated society.

Assessment of Environmental Effects

Section 3 and all related Appendices provide full details of the assessment findings for the ATS2.

The main function of the Environmental Report as part of the full SEA process is to suggest ways to improve the environmental performance of the plans and strategies through assessment of the significant environmental effects identified. An assessment of the Strategy's Strategic Direction, mission, priorities, themes and policies was carried out which highlighted an overall positive effect on the environment with the potential for significant impacts and particular focus of effects for multiple factors: *Population and Human Health*, *Air Quality*, *Climatic Factors* and *Material Assets*. The positive nature of these effects has been enhanced, where appropriate, through the integration of proposed mitigation measures. A summary of the findings is detailed below:

Population and Human Health	• A modal shift towards active travel and away from private vehicles will lead to individual and community benefits of increased physical activity, including improved physical health, mental wellbeing and a reduced burden on health services.
Air Quality	• A modal shift towards active travel reducing the number of vehicles on roads and improving localised air quality along important routes. Poor air quality has a disproportionate impact on children, older people and in areas of increased levels of poverty and deprivation.
Climatic Factors	• A modal shift to active travel will reduce transport emissions, the highest emitting sector.
Material Assets	• Infrastructure that promotes modal shift making East Dunbartonshire's towns and villages safer, healthier and more pleasant. • A modal shift towards active travel will reduce maintenance burden on roads and allow investment in other areas.

Mitigation and Monitoring

Mitigation measures have been proposed through the environmental assessments and incorporated into the ATS2 where necessary in order to avoid, reduce, mitigate or offset any potential adverse environmental impacts and enhance any uncertain, neutral, positive environmental impacts identified. The mitigation measures incorporate all environmental factors which were scoped into the

assessment and will be the responsibility of East Dunbartonshire Council to implement in conjunction with key agencies and stakeholders.

Implementation of the ATS2 has potential to have negative effects as a result of development of infrastructure that supports net zero ambition. Consequently, mitigation is largely limited to reducing potential negative effects from construction. As exact developments are not known at this stage, it is not possible to determine specific mitigation measures. However, potential mitigation measures may include:

- Employment of best practice construction methods to reduce nuisance, disruption and impacts to soil, air and water quality.
- Site investigations carried out prior to any infrastructure projects to avoid the possibility of adverse environmental impacts on sensitive habitats or species.
- Ensuring new development is sensitive to existing historic and landscape settings or consider the use of planting and screening options in final designs and during construction.
- Encourage re-use and recycling of waste materials and the use of sustainable or locally sourced materials where possible.

The draft monitoring measures form part of this Environmental Report, the ATS2 and SEA Post-Adoption Statement for the ATS2, prepared as soon as reasonably practicable after the adoption of the ATS2, in accordance with Section 18 of the Environmental Assessment (Scotland) Act 2005. The environmental baseline data ([Section 2.1](#)) and the monitoring indicators included in the proposed monitoring framework ([Section 4.2](#)) will form the basis of future monitoring of the potential effects, predicted and unforeseen, of the ATS2 on the local environment.

Next Steps: Statutory Consultation

The statutory consultation for the draft SEA Environmental Report and corresponding Draft ATS2 will be carried out between:

5th October 2026 – 15th November 2026

Expressions of interest and views on the Environmental Report will be requested to be submitted through email or post to the following:

Email: Sustainability@eastdunbarton.gov.uk

Post: Sustainability Policy Team,
Place, Neighbourhood and Corporate Assets
Southbank House
Strathkelvin Place
Kirkintilloch
G66 1XQ

Or directly via our Draft ATS2 Survey located on the Council webpage. [LINK to follow post-Committee](#)

In addition, the Council will hold consultation sessions for discussion and views to be shared on the draft ATS2 and corresponding SEA Environmental Report. Details for these sessions will be widely advertised in advance and promoted through social media, local publications and on the Council's website. [Full Details and LINK to follow post-Committee](#)

Key Stages of SEA

The key SEA stages carried out in the preparation of the ATS2 include:

Screening and Determination: This is the process whereby the Screening Report is produced to set out the characteristics of the Strategy and its likely environmental effects, if implemented. The Council requests the views of the Consultation Authorities: NatureScot, HES and SEPA on the likely significant of any environmental effects identified through the formal submission of the Screening Report. After taking into account the views of each of the Consultation Authorities, the Council must determine whether a SEA is required or not and advertise their decision-making.

Scoping: The Scoping Report determined the level of detail to be included in the assessment including baseline analysis, development of assessment methodology and setting out a proposed consultation period for the Environmental Report. This was followed by a consultation with the appropriate Consultation Authorities.

Environmental Assessment: This Environmental Report documents the environmental assessment of the ATS2. The assessments of the relevant components were carried out in parallel to the development of the ATS2. This has helped East Dunbartonshire Council to refine the ATS2 in order to avoid, reduce, mitigate or offset the negative environmental effects and to further enhance the positive environmental effects.

Post-Adoption Statement: The Post-Adoption Statement will demonstrate how the findings of the SEA have been taken into account in the adopted ATS2. In accordance with the Environmental Assessment (Scotland) Act 2005, the Post-Adoption Statement will highlight:

- How the environmental considerations have been incorporated into the ATS2.
- How the findings of the Environmental Report have been taken into account.
- How opinions expressed, from both the Community and Consultation Authorities, during the consultation of the Environmental Report have been taken into account.
- The reasons for choosing the ATS2 as adopted in light of other reasonable alternatives.
- The measures to be taken to monitor the significant effects of the implementation of the ATS2.

The purpose of SEA is to inform the development of the ATS2. The assessment has identified, described and evaluated the likely significant negative and positive environmental effects of the ATS2, including any alternatives. This was beneficial in order to avoid, reduce, mitigate or offset any potential environmental effects and further enhance any potential positive effects. This Environmental Report presents the results of the SEA for the ATS2. It also establishes a monitoring framework and measures to mitigate any adverse effects that may occur as a result of the Strategy.

Summary of the Environmental Report

The Environmental Report is structured as follows:

Section	Commentary
Section 1: Policy Context	This section provides key facts about the ATS2 and provides an overview of the ATS2 and the plans, programmes and strategies internationally, nationally, regionally and locally with which it will align and integrate.

Section 2: Environmental Context	This section provides the environmental baseline data collected and used to assess the ATS2.
Section 3: Assessment of Environmental Effects	This section outlines how the SEA process incorporates the identification of reasonable alternatives; assessment methodology, the assessment process and findings regarding each Plan component and the influence the SEA has had on the ATS2 thus far.
Section 4: Mitigation and Monitoring	This section sets out the mitigation measures and monitoring framework for the ATS2 and ER.
Section 5: Statutory Consultation and SEA Timetable	This section outlines the consultation dates and procedures and the timeline for the ATS2 and SEA documentation.
APPENDIX A: List of International, National, Regional and Local Legislative Drivers	This appendix lists key legislation, plans, programmes, policies and strategies and how they influence or are influenced by the ATS2.
APPENDIX B: SEA Scoping Report Consultation Responses	This appendix highlights the comments and recommendations raised by the Consultation Authorities during the consultation of Scoping Report and how they have been addressed within the Environmental Report for the ATS2.
APPENDIX C: Assessment Criteria Questions	East Dunbartonshire Council has adopted a set of SEA objectives and criteria questions for the environmental issues that were scoped into the assessment, which were derived from other legislation and strategies. The criteria questions are used to guide the assessments of all elements of the Strategy.
APPENDIX D: Strategic Direction, Mission, Themes and Priorities Assessments	This appendix includes the initial assessment of the ATS2 components including the reasonable alternatives to the strategic direction, mission themes and priorities.
APPENDIX E: Policies Assessments	An outline assessment of the individual policies that underpin each of the themes.

Section 1: Policy Context

1.1 Key Facts

- 1.1.1** The Active Travel Strategy 2 (ATS2) will supersede and replace the existing Active Travel Strategy. The current ATS was in place for the period of 2015-2020. A new ATS is required to continue to provide delivery teams with projects based on the latest policy and evidence. This will assist the Council in securing external funding to deliver such projects; some funding streams are dependent on local authorities having produced and up-to-date active travel strategy.

The ATS2 will:

- Replace the Council's Active Travel Strategy 2025-2020.
- Develop a set of Evidence Reports to provide a robust evidence base of the benefits of active travel.
- Propose a set of priorities which will help deliver on the Local Transport Strategy (LTS) Transport Planning Objectives (TPOs).
- Propose a set of policies to drive forward modal shift and contribute to East Dunbartonshire's transport needs.
- Help deliver the Council's wider policy objectives relating to climate and the environment, health and wellbeing, equality and inclusion and inclusive growth and local economy.
- Concentrate on how best to apply the National Transport Strategy (NTS2) Sustainable Travel Hierarchy to local policy.
- Help to support funding bids for external funding to delivery active travel opportunities and improvements.

1.1.2 The ATS2 will set out a coordinated, strategic approach for the delivery and maintenance of active travel infrastructure in East Dunbartonshire that will encourage people to walk, cycle and wheel more often. The Strategy encompasses four delivery plans covering each of the four project themes (Walking and Wheeling Network, Connectivity Corridors, Behaviour Change and Green Active Travel Network and Access to Quality Open Spaces). The strategy's priorities and targets draw from the findings of the LTS evidence base which set out six TPOs.

1.1.3 It is also now a key requirement of funding partners that projects for which funds are sought are linked to a strategy which is based on evidence and strategic aims. A main purpose of the ATS2 is therefore to provide the Council's delivery teams with clear plans for the future for projects based on an evidence base to allow them to access funds to continue to deliver high quality active travel projects within East Dunbartonshire's communities.

1.1.4 The Strategy will cover a 10-year period from 2027-2037. Regular updates on progress will be provided to the Council's Transport Working Group, which will continue to have oversight for the delivery, monitoring and review of the ATS2 policies and actions and will inform reports to Council or the Place Neighbourhood and Corporate Assets Committee, as required.

1.2 Relationship with other Plans, Programmes and Strategies

1.2.1 There are multiple global, national, regional and local strategies and plans that will influence the ATS2. A non-exhaustive list is shown in [Table 1](#) and [Figure 1](#). A comprehensive list of plans, programmes and strategies can be found in [Appendix A](#).

Table 1: Legislative and Policy Hierarchy Summary

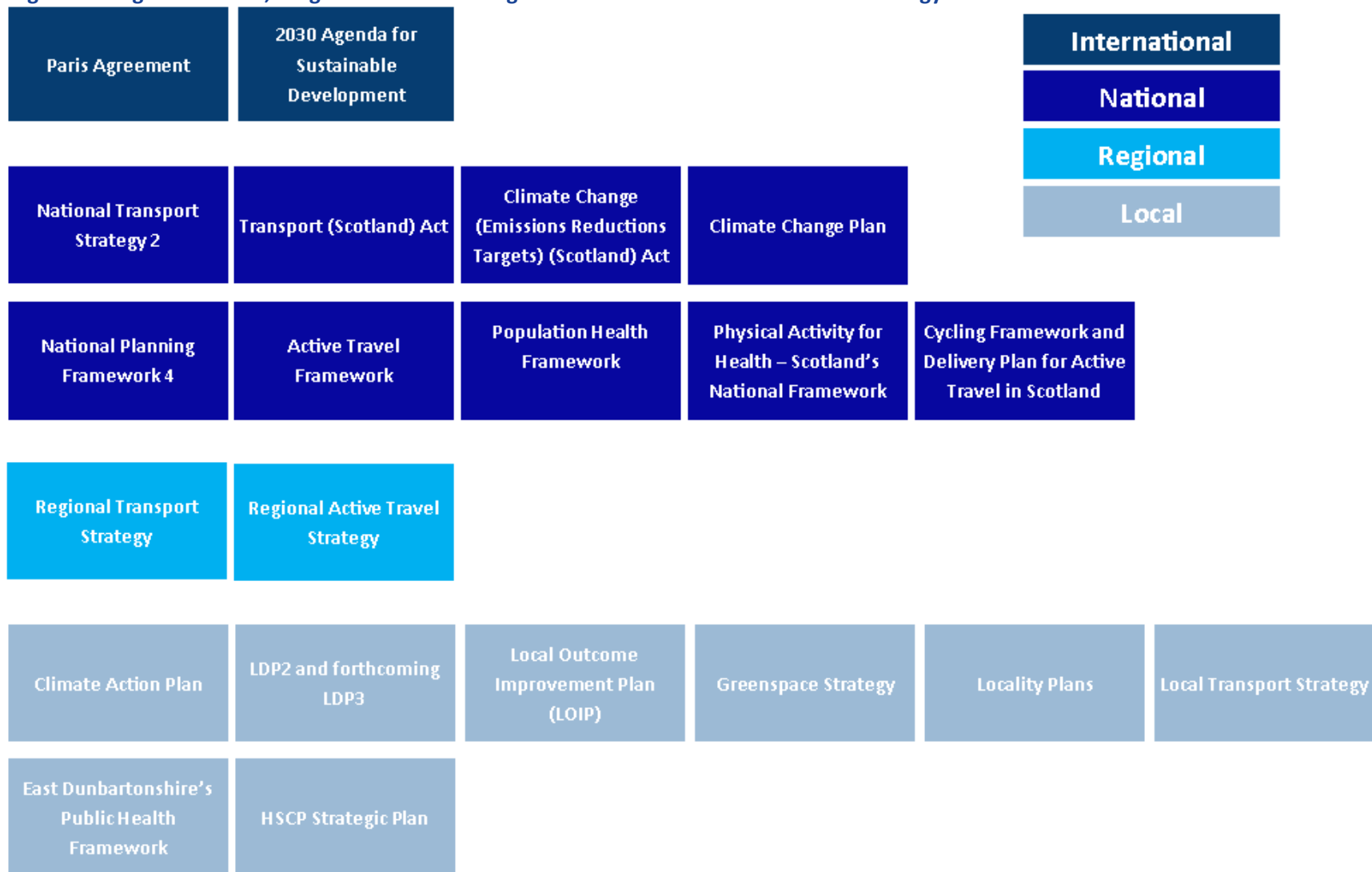
Jurisdiction	Legislation and Policy Framework
International	• Paris Agreement 2015 • Transforming our World: the 2030 Agenda for Sustainable Development
National	• National Transport Strategy 2 • Climate Change Plan 2026 – 2040 • Climate Change (Emissions Reductions Targets) (Scotland) Act • Transport (Scotland) Act 2019 • Active Travel Framework • National Planning Framework 4

	• Population Health Framework • Physical Activity for Health – Scotland’s National Framework • Cycling Framework and Delivery Plan for Active Travel in Scotland (2022)
Regional	• Regional Transport Strategy 2023 - 2038 • Regional Active Travel Strategy 2024 - 2038
Local	• Local Transport Strategy 2020 – 2025 • Local Development Plan 2 (LDP2) and forthcoming Local Development Plan 3 (LDP3) • Climate Action Plan (CAP) • East Dunbartonshire Local Outcome Improvement Plan 2017 – 2027 • Forthcoming Greenspace Strategy • East Dunbartonshire Public Health Framework • HSCP Strategic Plan

1.1.1. Cross-boundary effects with neighbouring authorities will be considered through the integration of the ATS2 as well as a consideration of Plans and Strategies produced by the neighbouring authorities. It may be necessary to work with other neighbouring local authorities in the development of actions that result in strategic, regional and local impacts with potential cross-boundary effects.

1.1.2. **Appendix A** lists key legislation, plans, programmes, policies and strategies that influence or are influenced by the ATS2. This list includes documents that refer to international, national, regional and local environmental objectives. Their content, where appropriate, has been used to inform the environmental objectives for the SEA of the ATS2.

Figure 1: Diagram of Plans, Programmes and Strategies that influence the Active Travel Strategy 2.



1.3 Environmental Protection Objectives

- 1.3.1** Relevant environmental objectives that are contained within international, national and regional legislation and guidance, will be taken into account when preparing the strategic direction. These are set out in [Appendix A](#).

Section 2: Environmental Context

2.1 Environmental Baseline Data

- 2.1.1** **Table 2** summarises the main baseline environmental factors for the ATS2 and their implications for the preparation and development of the strategy. The table contains the SEA objectives used to assess the ATS2.

Table 2: Environmental Baseline Data

POPULATION AND HUMAN HEALTH	
SEA OBJECTIVE: To improve human health and community wellbeing.	
Summary of Baseline Environmental Data	Sources
East Dunbartonshire has a total population of 109,000 (2022) which increased by 3.7% from 105,000 in the previous census in 2011; Population Projections forecast that the population of East Dunbartonshire will be 112,008 in 2028 and 116,315 by 2043 (+3.8% and +7.4% compared to 2018).	Population, health and employment statistics 2022 Scottish Census
Population is not evenly distributed across East Dunbartonshire. Significant concentrations of residential and non-residential properties can be found primarily in the southern part of the area adjacent to the Glasgow City Council boundary.	2011 Scottish Census East Dunbartonshire Area Profile
East Dunbartonshire has an ageing population. As of the 2022 census, 11.8% of the population was aged 75 years and above (12,849 people), over 2% higher than Scotland. The 2018-based projections show that 26.6% of the population by 2043 will be of pensionable age and over, with 17.2% aged 0-15 and 56.2% of working age.	National Records for Scotland Office of National Statistics
East Dunbartonshire inhabitants of working age currently make up 57.7% of the population compared to the national figure of 63.4%.	SIMD 2020 NOMIS – Labour Market Profile 2025

Areas of Hillhead, Lennoxton, Kirkintilloch West, Keystone and Dougalston and Auchinairn are in the most deprived 25% in Scotland (SIMD 2020), with Hillhead being the most deprived in East Dunbartonshire, although the ranks in the area have improved. Twechar is also considered to be an area of socio-economic disadvantage. Each of these localities have a Locality Plan as outlined in the Local Outcome Improvement Plan (LOIP). Overall, the health of the residents of East Dunbartonshire is good with nearly 81.7% of the residents being generally healthy, in comparison to Scotland as a whole (78.8%) according to the 2022 census. The level of residents found to be in general health status of 'bad' or 'very bad' within East Dunbartonshire and Scotland was 5.6% and 6.9% respectively. In East Dunbartonshire, cars are the most commonly used mode of transport (main mode for 69% of people). 64% of residents walk as a means of transport compared to 36% who don't walk for transport at all. This is higher than both the regional (33%) and national levels (31%). 62% of households have no access to bicycles, compared to 38% of households who have access to at least one bicycle, 24% of households who have access to two or more bicycles. (Source: Scottish Household Survey 2024 (Table LA8)). The employment rate of those aged 16-64 in East Dunbartonshire, for the period July 2024 to June 2025, was 77.3%. This is higher than the Scotland average of 74.1%. In the same period, 2.9% of those aged 16 and over in East Dunbartonshire (as a proportion of economically active) were unemployed, which is lower than the Scotland average of 3.7%. (Source: Labour Market Profile - East Dunbartonshire, NOMIS (2025)) In East Dunbartonshire, the 'nature network' includes land, water, open spaces, natural habitats, and connecting paths, supporting wildlife movement and providing recreational areas for residents, workers, and visitors. The key components include nodes of open space, geological features and habitat such as parks, Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs) and Local Nature Conservation Sites (LNCSs) connected by linkages and access routes such as core paths, rights of way and linear stretches of habitat corridors - including watercourses, hedgerows, and vegetated road and rail verges. There are six Strategic Green Network Assets in the area: including Mugdock Country Park and Milngavie Reservoirs and six Green Network Strategic Access Links, including the long-distance paths of the West Highland Way and John Muir Way. Public green spaces are known to provide a range of benefits for communities, the environment, and the local economy. There are nine regional parks and three LNRs in East Dunbartonshire utilised by residents. Previous research shows that nature prescriptions are gaining popularity as a form of social prescribing in support of sustainable health care. This is due to it benefits associated with good social, mental, and physical health (Nguyen et al. 2023). Therefore,	Transport and Travel in Scotland Scottish Household Survey 2024 Open Space Audit and Strategy East Dunbartonshire Food Growing Strategy East Dunbartonshire Green Network Strategy East Dunbartonshire Local Outcome Improvement Plan East Dunbartonshire Core Path Plan Central Scotland Green Network East Dunbartonshire Council – Greenspace East Dunbartonshire Council - Local Transport Strategy 2020-2025 East Dunbartonshire Council - Parks & Open Spaces East Dunbartonshire Council – Travel Survey 2022 East Dunbartonshire Council - Parks, gardens and open spaces locations and facilities Active Travel Strategy 2023-30: Evidence Report
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open greenspaces and active travel access to these areas enhance overall well-being while promoting environmental sustainability, aligning with broader health and climate action goals.	Green Infrastructure and Green Network 2023 Nguyen, P.Y. et al. (2023). Effect of nature prescriptions on cardiometabolic and mental health, and physical activity: a systematic review. The Lancet Planetary Health, 7(4), pp.e313-e328.
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CULTURAL HERITAGE	
SEA OBJECTIVE: To protect, conserve and enhance the historic environment.	
Summary of Baseline Environmental Data	Sources
East Dunbartonshire has: - 1 UNESCO World Heritage Site (part) - Frontiers of the Roman Empire (Antonine Wall). A buffer zone has been identified around the Wall to help protect its setting, in Supplementary Planning Guidance. 44 Scheduled Monuments. In particular the Forth & Clyde Canal is made up of a series of Scheduled Monuments. 276 Listed Buildings, 17 of which are Category A, 123 are Category B and 136 are Category C. 21 Conservation Areas 24 Townscape Protection Areas 1 site – Milngavie Reservoirs – is recognised as a national Garden and Designed Landscape. 11 such sites have also been identified as having local value. - There are 9 buildings identified in the Buildings at Risk Register as of 2024. - There are 103 locations selected as archaeological sites on the Historic Environment Record (HER) It is important to recognise and consider non-designated heritage assets as part of the assessment process.	Historic Environment Scotland (2025) Adopted Local Development Plan 2 (2022) map Sites and Monuments Record (SMR) East Dunbartonshire Council United Nations Educational, Scientific and Cultural Organisation – World Heritage Site Designation NatureScot Buildings at Risk register for Scotland

BIODIVERSITY, FLORA AND FAUNA	
SEA OBJECTIVE: To protect, enhance, create and restore biodiversity and encourage habitat connectivity.	
Summary of Baseline Environmental Data	Sources
East Dunbartonshire has:	Adopted Local Development Plan 2 (2022) map

• 5 SSSIs are entirely located within East Dunbartonshire (Bargeny Hill, Cadder Wilderness, Manse Burn, Sculliongour Limestone Quarry and South Braes) as well as a substantial part of Mugdock Wood SSSI and parts of Corrie Burn SSSI. The SSSIs are designated for their ecological or geological interest. • 5 Local Landscape Areas • 110 Local Nature Conservation Sites (LNCS): 76 LNCS with biodiversity value and 34 LNCS with geodiversity value. • 490 Tree Preservation Orders • 3 LNRs which include Merkland LNR, Lenzie Moss LNR and Kilmardinny Loch. • An identified nature network in particular 8 Green Network Habitat Links, including the River Kelvin and its tributaries. There are a number of Protected Species identified in East Dunbartonshire (including those with former Species Action Plans, priority species and lesser priority species). This includes a number of European Protected Species such as Otters, Badgers and Water Vole. Several Invasive Non-Native Species (INNS) have been identified in East Dunbartonshire including Himalayan balsam, Giant Hogweed and Japanese Knotweed among others. Woodland in East Dunbartonshire: • Area of native woodland is 841ha, which is 32.6% of the total woodland area and 4.8% of the total land area in the Council area. • 94ha of woodland is present on ancient woodlands, which makes up 34% of native woodland • The main native woodland types in East Dunbartonshire are lowland mixed deciduous woodland (34%), wet woodland (25%) and upland birchwoods (21%). East Dunbartonshire Council's Green Network Strategy details supporting local actions and strategic nature network assets and opportunities including the Campsie Fells, Glazert Valley, River Kelvin, Forth and Clyde Canal and Mugdock Country Park. The forthcoming Greenspace Strategy will replace the Green Network Strategy.	Priority Species and Habitats. Regionally and locally designated sites. Links to the Green Network Results of the review of LNCS and Important Wildlife Corridor designations detailed in EDC's Natural Environment Planning Guidance EDC Local Biodiversity Action Plan NatureScot (2025) Native Woodland Survey of Scotland report for East Dunbartonshire, October 2010 Record areas and levels of planting NatureScot Protected Species data East Dunbartonshire Green Network Strategy 2016-2021 Scottish Ancient Woodland Inventory Native Woodland Survey of Scotland – East Dunbartonshire. Semi-Natural Woodland Inventory EDC Statutory Biodiversity Duty Report
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SOIL AND GEOLOGY	
SEA OBJECTIVE: To protect and use high quality and sensitive soils in a sustainable manner and conserve recognised geodiversity assets.	
Summary of Baseline Environmental Data	Sources
Despite three quarters of the land in East Dunbartonshire being utilised for agricultural processes, the district has a small percentage (5%) of prime agricultural soil. Currently East Dunbartonshire has not designated any areas of land as contaminated land as defined in the Environmental Protection Act 1990. However, a list of potential contaminated sites has been created based on previous land use. On this list 626 potentially contaminated sites (to varying degrees of contamination) have been identified. There are currently 20 Vacant (8) and Derelict (12) Land within East Dunbartonshire with a total area of over 74 hectares. East Dunbartonshire also has 1 RIGS (Regionally Important Geological or Geomorphological Site) at Clachan of Campsie. It has 36 sites representing geological diversity, and 34 are recommended as Local Geodiversity Sites (LGS). There are varying levels of identified peatland and carbon-rich soils in East Dunbartonshire including: • Class 1, 3, 4 and 5 across the Campsie Fells • Class 3 predominantly in the Kilpatrick Hills • Areas of Class 1 and 5 including High Moss • Class 3, 4 and 5 around Lennox Forrest • Areas of Class 4 in Kirkintilloch, Torrance and Twechar. There are over 156 areas of Peat soil with a greater majority to the north of the Council area.	EDC Local Development Plan 2 Scottish Vacant and Derelict Land Survey 2019 (Updated 2024) James Hutton Institute Adopted Local Development Plan 2 (2022) map NatureScot British Geological Survey UKRIGS (Regionally Important Geological or Geomorphological Site) NatureScot Carbon and Peatland Map 2016

LANDSCAPE	
SEA OBJECTIVE: To protect and restore landscape character, local distinctiveness and promote access to the wider environment.	
Summary of Baseline Environmental Data	Sources
East Dunbartonshire's landscape is diverse in terms of character and land uses. The area is characterised by five main types of landscape character: Drumlin Foothills; Rolling Farmland; Broad Valley Lowland; Rugged Moorland Hills; and urban areas.	British Geological Survey UKRIGS (Regionally Important Geological or Geomorphological Site)

Environmental Report

The topography of East Dunbartonshire is generally low lying, undulating land with the exception of the two Local Landscape Areas; the Campsie Fells and the Kilpatrick Hills to the North and West of the area respectively. There are 5 Local Landscape Areas (LLA) within East Dunbartonshire Council's boundary, including: -The Campsie Fells LLA - Glazert Valley LLA - Bardowie, Baldernock and Torrance LLA - Kilpatrick Hills LLA - Bar Hill LLA East Dunbartonshire has a total of 973.46 hectares of urban open space; the greatest proportion of which is classified as semi-natural greenspace and regional Greenspace. The Council area comprises 458 hectares of public parks and gardens, including nine regional sites for sport and outdoor recreation. East Dunbartonshire has nine Regional parks: • King George V Park, Bearsden • Colquhoun Park, Bearsden • Thorn Park, Bearsden • Bishopbriggs Public Park, Bishopbriggs • Huntershill Playing Fields, Bishopbriggs • High Park, Lennoxton • Luggie Park, Kirkintilloch • Merkland Sports Pitches, Kirkintilloch • Lennox Park, Milngavie The green belt is a Development Plan policy which covers the East Dunbartonshire area, with the exception of the upland areas; its objectives include maintaining the character and distinctiveness of the area's settlements.	Glasgow & Clyde Valley Landscape Character Assessment, 1999 EDC Local Development Plan
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WATER QUALITY	
SEA OBJECTIVE: To prevent deterioration and enhance the water environment.	
Summary of Baseline Environmental Data	Sources
The main watercourses within East Dunbartonshire are the River Kelvin, Glazert Water, Allander Water, Luggie Water, Forth and Clyde Canal and Bothlin Burn. East Dunbartonshire also has two reservoirs in Milngavie and a number of other small dams in various locations throughout East Dunbartonshire, which are of significant value to the surrounding area.	River Basin Management Plan for East Dunbartonshire Local water quality data

There are a number of water bodies in East Dunbartonshire with varying levels of ecological status (2020 data). These are listed below. All of the water bodies are aiming for good ecological status by 2027:

- River Kelvin (to its confluence with the Glazert Water) – Bad
- River Kelvin (from the confluence with the Glazert Water to the EDC boundary) – Bad
- River Carron (source to EDC boundary) – Poor
- Allander Water – Moderate
- Glazert Water - Moderate
- Finglen Burn - Good
- Luggie Water – Moderate
- Broad Burn – Good
- Bothlin Burn – Poor
- Craigmaddie Burn – Poor
- Kirk Burn – Good
- Stand Burn/Park Burn – Bad
- Forth and Clyde Canal – High

The ecological status of groundwater sources applicable to East Dunbartonshire are as follows:

- Clydebank: good
- Kilpatrick: good
- Lennoxton: poor
- Denny: poor
- Carron and Touch: good
- Campsie: good
- Kirkintilloch: poor
- Glasgow and Motherwell: poor
- Kelvin Sand and Gravel: good
- Clydebank Sand and Gravel: good

*Flooding is discussed in Climatic Factors

Drinking water quality

SEPA – RBMP Data

East Dunbartonshire Council

Dunbartonshire Biodiversity Action Plan

AIR QUALITY	
SEA OBJECTIVE: To prevent deterioration and enhance air quality.	
Summary of Baseline Environmental Data	Sources
A significant concern for air quality in East Dunbartonshire is transport which is the main contributor of air pollutants such as NO₂ (nitrogen dioxide) and PM₁₀ (particulates). The busiest routes that are of concern in relation to air quality within East Dunbartonshire are the A803 and B812 in Bishopbriggs; the A81 through Milngavie; and the A809 and A739 through Bearsden. East Dunbartonshire Council has four continuous automatic analysers; Bishopbriggs, Bearsden, Kirkintilloch and Milngavie. Pollutant levels can be viewed on the Council web page or Scottish Air Quality website. Major equipment failures at Bearsden have led to the NO₂ monitor at this location remaining offline during 2024 while a replacement solution has been investigated. Monitored NO₂, PM₁₀ and PM_{2.5} concentrations at all automatic monitoring stations continue to report annual means well below the AQS annual mean objectives for NO₂, PM₁₀ and PM_{2.5}. There is currently one Air Quality Management Area (AQMA) declared within East Dunbartonshire; Bishopbriggs, was declared an AQMA after several years of exceeding national NO₂ and PM₁₀ objective levels. Bearsden AQMA was revoked in September 2022 due to consistently improved air quality over the recent years. Air quality levels have improved since AQMA declaration in East Dunbartonshire. Monitoring results in the Bishopbriggs AQMA are below the air quality objective levels for which they were declared and have been for some time, although it is not the intention to revoke it yet. 256 million vehicle miles were travelled on roads in East Dunbartonshire in 2023 over 531km of roads in the Council area. Allocation of sustainable located development sites is a particular aim of the Climate Action Plan and emerging LDP3. Specific assessment criteria have been integrated into the proposal Site Appraisal Methodology to ensure that this plays an important role in improving air quality levels throughout East Dunbartonshire. (Additional baseline data to be collected utilising the proposal assessment data).	Air Quality statistics for major routes and settlements within east Dunbartonshire. Rail patronage and bus services and frequencies – see climatic factors below. East Dunbartonshire Council National Air Emissions Inventory Scottish Government DEFRA Local Transport Strategy 2020 - 2025 Scottish Air Quality statistics – 1 January to 31 December 2019 EDC Statutory Biodiversity Duty Report EDC Annual Progress Report 2025 Road traffic statistics

CLIMATIC FACTORS	
SEA OBJECTIVE: To contribute towards the reduction of Scottish greenhouse gas outputs in line with Government targets. To reduce or prevent overall effects of climate change including those related to flood risks.	
Summary of Baseline Environmental Data	Sources

Travel: A significant source of carbon dioxide in East Dunbartonshire is attributable to vehicular transport emissions (125.4 ktCO₂e in 2024), which contributes towards climate change, although the largest proportion of CO₂ emissions is attributable to domestic emissions (149.5 ktCO₂ in 2023). Total emissions for East Dunbartonshire in 2024 were recorded at 387.7 kt CO₂e, which is an 88.9 kt CO₂e decrease from 2019 emissions levels (476.6 kt CO₂e). - The level of public transport access varies across the area. Kirkintilloch, for example, is served by bus services that provide access to towns and villages in East Dunbartonshire and adjacent local authorities such as Glasgow. However, there are areas that do not have services that are frequent or operate out-with peak travel periods and daytime hours. - Most commuters drive or are passengers in cars. Close to 12% of commuters within East Dunbartonshire use bus services to get to work, while only 3% use this mode to cross into other local authorities. - The majority of residents in East Dunbartonshire travelled to work or study by car or van (67% compared to the Scottish average of 62%). - Bus travel in the Southwest and Strathclyde and Southeast (corresponding to the Regional Transport Partnership areas of SPT, SWestrans and SEStran) accounts for 84% of bus journeys in Scotland. - Bus travel has decreased from annual bus patronage ten years ago. In 2023, the frequency of bus travel has fallen to about two in five adults using a bus at least once in the past month and about one in 20 using a bus every day. (Strathclyde Regional Bus Strategy) 219 million vehicle kilometres were travelled on A class roads in East Dunbartonshire in 2019. 343 million vehicle kilometres were travelled on all other roads in East Dunbartonshire in 2019. This gives a combined total of 562 million vehicle kilometres travelled throughout East Dunbartonshire in 2019. - East Dunbartonshire has very high levels of car ownership compared to regional and national levels. - ULEVs uptake has increased in East Dunbartonshire. There were 689 licensed ULEVs in East Dunbartonshire in 2021. Nineteen electric vehicle charging sites have been installed, with further privately installed chargers being available at other locations. 65% of residents had walked as a means of transport in the last seven days compared to 35% who had not walked for transport. This is higher than both the regional (33%) and national levels (34%). (Source: Scottish Household Survey 2024 (Table LA9)). - Overall petrol and diesel consumption in East Dunbartonshire continues to fall. - Glasgow is a key attraction for both employment and higher education opportunities for the population of East Dunbartonshire which increases the need for travel.	Flood Risk Assessments. Flood defences. Emissions levels within East Dunbartonshire - Local Authority territorial CO₂ emissions estimates 2005-2018 (kt CO₂) - Full dataset Flooding and storm information and events. Renewable energy potential. Scottish Government SEPA East Dunbartonshire Council UK Climate Impacts Programme Online Handbook of Climate Trends across Scotland 2006 (as updated) (SNIFFER Guidance) Scottish Household Survey Transport and Travel in Scotland Strathclyde Regional Bus Strategy Strathclyde Regional Bus Strategy Case for Change SEPA Flood map and climate outputs UK Local Authority GHG Emissions data
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Energy: CO₂ emissions associated with the expenditure of energy from industrial/commercial (including agriculture) and domestic buildings accounts for 68.9 ktCO₂e and 149.5 ktCO₂e respectively in 2024. Such energy use has a significant impact on air quality. Flooding: Flooding has been an issue in the Kelvin Valley for many years with the most recent flood events occurring in 1994 and 2005. The main areas of concern for potential flooding are the River Kelvin and its tributaries – the Allander, Glazert and Luggie Waters. The Clyde and Loch Lomond Flood Risk Management Plan (2022–2028), covering 10 local authorities including East Dunbartonshire, aims to address flood risks identified in 23 key catchments. These areas, which include 98,000 homes and businesses, face an estimated annual flood damage of £70 million. The CAP outlines measures such as flood protection schemes, early warning systems, and surface water management to reduce risks and plan for future flooding events. The River Kelvin is a key area of concern, with around 14,500 people and 8,550 properties currently at risk, and numbers expected to increase due to climate change. The Council is focused on supporting the implementation of the CAP. Waste: East Dunbartonshire only has one operating landfill (Inchbelle Quarry, Kirkintilloch) but it is only used for the disposal of inert materials, mainly construction materials. All household and commercial municipal waste is transferred to landfills in North Lanarkshire. Therefore, there is minimal methane produced from landfill within East Dunbartonshire to impact on climate change. In East Dunbartonshire (2019 data) there was 52,692 tonnes of household waste generated of which 29,145 tonnes was recycled (55.3%). 10,290 tonnes of waste was landfilled (19.5%). In 2022, more household waste was generated at 54,589 tonnes, but only 2,157 tonnes of household waste ended up landfilled (4%), while 28,272 tonnes were recycled (51.8%). In total, waste management in East Dunbartonshire in 2023 equated to 38.2 ktCO₂e or 8.8% of total emissions; compared to total emissions for Scotland in 2022 where waste management equated to 1450.3 ktCO₂e or 3.7%. Nature-based solutions: The extent and quality of current nature-based carbon sinks and emissions have not yet been quantified, as there is no current baseline data. The potential extent of current nature-based solutions is summarised in the biodiversity, flora and fauna and soil and geology sections.	Scotland’s Climate Change Declaration 2018-19 Report (SSN; Keep Scotland Beautiful; EDC) Scottish Government UK local authority and regional carbon dioxide emissions national statistics: 2015 East Dunbartonshire Area Profile UK local authority and regional greenhouse gas emissions statistics, 2005 to 2024 EDC Statutory Biodiversity Duty Report
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MATERIAL ASSETS	
SEA OBJECTIVE: To promote the sustainable use of community assets in East Dunbartonshire	
Summary of Baseline Environmental Data	Sources
East Dunbartonshire is supplied by various levels of transport infrastructure, through well serviced rail networks and bus routes encompassing the whole area and the various road networks that link settlements within East Dunbartonshire together with providing routes out with the area. There are 57km of A class roads, 47 km of B class roads and 34km of C class roads. There are 394 km of unclassified roads. East Dunbartonshire has a network of Core Paths and public open spaces, which provide opportunities for recreation. These also provide active travel routes from residential areas to services and businesses and support the Central Scotland Green Network Strategic Routes Network. Studies into housing requirements have indicated that East Dunbartonshire has one of the highest net needs for affordable housing, compared to other Scottish Local Authorities. The Local Development Plan 2 and emerging Local Development Plan 3 identifies the location of new development proposals with potential for changes to transport infrastructure/routes. Related waste content also relevant to Material Assets is contained above under Climatic Factors.	Transport and infrastructure data. Core Path Network and Rights of Way. Walking and cycle routes Scottish Transport Statistics Public open spaces and accessibility. Scottish Government East Dunbartonshire Council Transport Scotland SPT Local Development Plan for large scale development proposals. Scottish Household waste generated and managed in 2019 – SEPA Central Scotland Green Network Strategic Routes Network Local Transport Strategy 2020 – 2025 Scottish Household Waste Generated and Managed – 2022

	Technical Notes 2023, Issue 40 - Waste Compositional Analysis National Records of Scotland - Scotland's Census 2022 - rounded population estimates
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2.2 Environmental Issues¹ for the Active Travel Strategy 2

- 2.2.1** The Environmental Report identifies the current environmental issues relevant to the Strategy that impact on East Dunbartonshire as a whole, utilising the information that has been identified through an analysis of the baseline environmental data to determine the potential environmental implications. When undertaking the assessment of the Strategy, the Council have identified environmental issues and made predictions about how they will worsen, stabilise or improve through the implementation of the Strategy. The main environmental issues facing East Dunbartonshire are outlined in **Table 3** below with an outline of how the Strategy and SEA have addressed the issues thus far.

Table 3: Environmental Problems Pertaining to the Active Travel Strategy 2

SEA Topic	Pertinent Environmental Issues	How the ATS2/SEA ER have addressed the Issues
Population and Human Health	East Dunbartonshire has several areas identified within the top 25% most deprived places in Scotland, including data zones in Auchinairn, Hillhead and Harestanes, Lennoxton and Twechar. With areas of deprivation in East Dunbartonshire and an increasingly ageing population, there is a significant reliance on transport alternatives to the private car to access trip generators such as town centres, schools, retail, healthcare and leisure. The enhancement and promotion of active travel networks can be integrated with health interventions and provide further health benefits to deprived or vulnerable members of the community. Pollution through harmful vehicle emissions can aggravate asthma and cause/exacerbate other health issues. Respiratory and heart disease is linked to transport emissions and travel habits. Reducing emissions would improve public health in East Dunbartonshire. Vulnerable road users (pedestrians, wheelchair users and cyclists) are disproportionately injured, seriously injured or killed in accidents on roads. East Dunbartonshire Council should aim to improve levels of safety and security on the active travel network. This will address the primary barrier to active travel identified in consecutive years of the ED Travel Survey and make active travel a more attractive option	The ATS2 intends to drive forward modal shift and contribute health and wellbeing outcomes that come from active travel, including improved health and wellbeing, improved quality of life, improved levels of air quality, reduced noise pollution from private vehicles, improved public realm and increased safety due to less traffic. Policies within the ATS2 aim to increase sustainable access to essential services, employment and the natural environment, through the provision of active travel connections and related interventions between settlement areas and key destinations, alongside improvements to existing roads and paths for the purpose of active travel (for example, improved crossing points, surfacing and lighting). Having well-designed, connected and sustainable communities where people can access the activities and services they need is important. Sustainable transport systems, access to nature-rich blue and green spaces, social networks

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

	and encourage modal shift from the private car to active travel. There are possibilities for conflict between expansion of active travel networks and conservation of the natural environment. This is an important consideration for the ATS2 to address and prevent such conflict and, where possible, enhance access to and provision of green space. Current use and awareness of East Dunbartonshire's active travel network must improve. Increasing the populational awareness and understanding of the role of active travel, as well as how communities will benefit from improved access to local and regional active travel facilities, alongside network upgrades, should be significant factors for consideration in the ATS2. This should include the promotion of active travel networks for educational purposes in partnership with local schools. Encouraging communities to be involved in projects linked to enhancing East Dunbartonshire's active travel network will further benefit health and wellbeing at both the individual and community scale. This can improve environmental outcomes in various ways, through increased levels of modal shift with associated positive impacts on emissions.	and access to services and facilities in communities are all features that contribute to health. Active travel is a way to achieve the daily recommended levels of physical activity and is an easy way to become more physically active. Active travel is also a key prevention tool, and delivery of the policies within the ATS2 will contribute to reducing long-term health conditions, supporting ageing well, improving mental wellbeing, and reducing demand on health and social care. This aligns strongly with Health and Social Care Partnership prevention priorities. The ATS2 policies are also likely to generally improve perceptions of road safety and encourage more people to use active travel choices. Increased numbers of people walking, wheeling and cycling is also anticipated to increase natural surveillance, with an associated positive impact on personal security.
Cultural Heritage	There are a large number and variety of cultural heritage assets in East Dunbartonshire including the Antonine Wall (UNESCO World Heritage Site) and the Forth and Clyde Canal. These sites require protection and management but also contribute to East Dunbartonshire as a tourist destination. While the ATS2 is likely to improve access to these assets, increased footfall to the main attractors can result in both positive and negative impacts. These positive and negative impacts include on one hand stimulating the local economy, promoting local culture and heritage and, on the other hand, path erosion and the degradation of sites/buildings and their setting. East Dunbartonshire has a varied and valued natural and historic cultural heritage. In the	The ATS2 will help connect people to local heritage sites. Mitigation measures will be taken to ensure increased footfall from active travel policies will not result in negative impacts. The interventions proposed in the ATS ensure there is no negative impacts to local cultural and heritage sites.

	development of the ATS2, the interventions, proposals and opportunities that will be identified should address how they can contribute to enhancing and protecting the historic environment.	
Biodiversity, Flora and Fauna	East Dunbartonshire has a wide range of designated and non-designated sites, including those of ecological importance and protected species. This is seen through a number of Local Nature Conservation Sites and Important Wildlife Corridors, Tree Preservation Orders and Local Nature Reserves. East Dunbartonshire also has 5 Sites of Special Scientific Interest (SSSI). The management and protection of these assets is essential through the ATS2. The impact of invasive non-native species can present a barrier to active travel infrastructure and should be mitigated against when considering the environmental impact of active travel policies and projects. There are a number of protected species and habitats within East Dunbartonshire which will need to be considered as part of the ATS2. The ATS2 offers the scope to ensure that benefits for biodiversity are considered as a vital part of the wider active travel network in East Dunbartonshire and will play a contributing role for continued enhancement and protection of such species to avoid any loss. These concerns should be considered alongside the Council's Local Biodiversity Action Plan and forthcoming Greenspace Strategy.	The ATS2 commits to creating more walking, wheeling and cycling opportunities to better connect people to our natural assets and open spaces. Mitigation measures will be taken to ensure increased footfall from active travel policies will not result in negative impacts. Where possible, consideration will be given to incorporate biodiversity enhancements in active travel projects. The ATS2 includes a policy to ensure that projects and developments to enhance access to local green and open spaces do not negatively impact on habitats and biodiversity, particularly in environmentally sensitive areas. A policy is also included to ensure that hardstanding and soft landscaping will be managed through appropriate measures, such as spraying, strimming and cutting back, to minimise impact on biodiversity. The ATS2 aligns with the objectives of the forthcoming Greenspace Strategy and Local Biodiversity Action Plan.
Soil and Geology	There are several sites in East Dunbartonshire that have been identified as peatland. Any action as part of the Strategy that may result in the disturbance of such sites for the release of carbon should be avoided. This includes conflicts between active travel network improvements and peatland protection. There is scope for the ATS2 to enhance biodiversity by managing ecosystem services including carbon storage, drainage and to alleviate flooding.	The Strategy recognises the rich natural environment within East Dunbartonshire. Mitigation measures will be taken to ensure increased footfall from active travel policies will not result in negative impacts. Where possible, consideration will be given to incorporate

	There are 36 sites identified as being geologically diverse, of which 34 have been assigned as Local Geodiversity Sites (LGS). The area also hosts 1 RIGS (Regionally Important Geological or Geomorphological Site) and has 5 SSSIs, including those of geological importance. The ATS2 should consider these designations in the development of the opportunities and actions within the Strategy to ensure their protection and enhancement where possible.	biodiversity enhancements in active travel projects.
Landscape	East Dunbartonshire has a varied landscape including hills, greenbelt and agricultural land. Ensuring these varied landscapes, as well as urban and suburban areas, are connected is a central aim for the ATS2. East Dunbartonshire has a number of Local Landscape Areas with high/moderate scenic value as well as varied landscape character set across the Council area, including the Campsie Fells and Kilpatrick Hills. The ATS2 should take into account specific landscape features and natural attractions to ensure that there are neither conflicts nor access issues around these areas, and that policies and actions are sensitive to the local landscape and help retain East Dunbartonshire's local distinctiveness.	The Strategy commits to creating more walking, wheeling and cycling opportunities to better connect people, and communities with amenities and our surrounding landscape. The Strategy includes a policy to explore potential to expand responsible active travel access to and within the Campsie Fells. Urban realm improvements associated with some active travel interventions could lead to improvements to the landscape in some locations (post-construction).
Water Quality	There are a number of good/moderate quality watercourses in East Dunbartonshire including the Forth and Clyde Canal which is also a Scheduled Monument. These assets require protection to which the ATS2 can contribute to in order to reduce, prevent or offset any adverse impacts to water quality. There are a number of sites within East Dunbartonshire's landscape which are classified as wetland. Wetlands provide vital habitats for a number of species but their ecosystems are under pressure from external influences and events such as flooding, development and access improvements. The Strategy should account for these priority habitats in its delivery plans as well as consider its role in reducing pressures on this resource to maintain a high water quality.	Mitigation measures will be taken to ensure increased footfall from active travel options will not result in negative impacts. The ATS2 includes a policy to ensure that projects and developments to enhance access to local green and open spaces mitigate damage to water courses and provide nature-based flood prevention schemes to alleviate future flood events.
Air Quality	High levels of air pollution can be harmful to the environment and human health. East Dunbartonshire currently has one designated Air Quality Management Area. This is managed through Air Quality Management Plans and annual air quality progress reports, the	The measures set out in the ATS2 will help improve overall air quality due to active travel options being more accessible to more people. The policies proposed seek to promote a

	requirements of which should be taken into account within the ATS2. Changes to air quality can have an impact on ecosystems which can affect biodiversity and environmental assets.	modal shift to more sustainable modes of transport (walking, wheeling and cycling) and consequently will help reduce transport-related air pollution. This will be achieved by reducing the number of private vehicles on the road network.
Climatic Factors	Transport emissions account for the largest proportion of greenhouse gas emissions in Scotland and emissions from transport account for the largest proportion of NO₂ and PM10 gases in East Dunbartonshire. This contributes to the effects of climate change which include changing temperatures and rainfall patterns, and increased extreme weather events. Where appropriate, the interventions proposed as part of the ATS2 should consider how to mitigate or adapt to the effects of climate change. Climate change has a direct link to flood risk. The SEPA Flood Risk Map has identified several locations within the East Dunbartonshire Council area which could have a significant impact on habitats and the value of East Dunbartonshire's environment.	Implementation of the policies within the ATS2 will help generate a modal shift from car to active modes for short and medium-length journeys and would lead to a reduction in greenhouse gas emissions. The ATS2 aligns with the Climate Action Plan and aims to create more active travel opportunities, which will assist with emissions reductions. Active travel is a key feature to reduce overall area wide emissions, to ensure net zero targets are reached. The ATS2 recognises that infrastructure will need to be designed in a way that can adapt and be resilient to climate change. For example, permeable surfacing that can accommodate projected trends in rainfall and surface water flooding.
Material Assets	As a result of the spatial strategy laid out in the Council's LDP2, there is potential for new development in East Dunbartonshire. These developments will need to consider how to best incorporate active travel infrastructure and routes depending on their size and location. The current active travel network is largely off-road, with some segregated cycling provision on the A81 (Bears Way) and painted cycle lanes on Main Street Milngavie. Off-road paths are, for some, unusable or unattractive in hours of darkness, while painted cycle lanes on roads have been shown to deter uptake in cycling due to safety concerns. Increased coverage of an active travel network that accounts for safety concerns would significantly increase modal shift towards active travel.	The ATS2 recognises the need to improve links between different transport modes, which can significantly increase sustainable travel participation, particularly for longer journeys. The Strategy also aims to improve existing active travel networks and creating more opportunities, especially around schools, adding to the quality of Material Assets. The ATS2 aligns with the objectives of the forthcoming Greenspace Strategy.

	There are currently a series of Core Path Networks, Rights of Way and open spaces in East Dunbartonshire which create recreational opportunities, promote active travel and provide a sense of community. The opportunities that will be identified through the Strategy should consider its role in enhancing existing networks as well as integrating with the green network across the council area. It is important that all new active travel infrastructure aligns with the emerging Greenspace Strategy. Integration of our active travel network with public transport will be an essential part of the ATS2. Improving links between different transport modes could significantly increase sustainable travel participation, subsequently reducing car journeys and associated emissions levels throughout East Dunbartonshire.	
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2.3 Evolution of the Environmental Baseline in the Absence of the Active Travel Strategy 2

2.3.1 The SEA process is also required to assess the likely impact on the environment if the ATS2 was not implemented. The ATS2 will communicate the Council's strategy, proposals and interventions for active travel in East Dunbartonshire based on the framework of Local, Regional and National transport policy and consultation with local residents and stakeholders.

2.3.2 In the absence of the ATS2, it is likely that the following would occur:

- Failure to link local projects with national, regional and local active travel outcomes.
- A negative impact on the natural and built environment.
- Failure to demonstrate the cumulative, long-term and wide-ranging positive impacts of active travel on individuals and communities such as health and wellbeing, air quality, reduced congestion, increased town centre footfall and improved road safety.
- Gaps in local active travel networks would remain unaddressed, opportunities for modal shift would not be maximised and use of private cars for short journeys would remain high and continue to increase.
- New development may require new and expensive traffic infrastructure rather than taking advantage of a high-quality active travel network.
- Clear gaps in the current active travel network would remain unaddressed and fail to promote modal shift towards active and sustainable modes of transport.
- Transport projects would be selected without a clear, robust evidence base or consultation with residents of East Dunbartonshire.

2.3.3 The ATS2 will play an important role in delivering the overarching vision of East Dunbartonshire's Local Outcome Improvement Plan (LOIP), which includes commitments to addressing health and economic inequalities in the area. Environmental protection is linked to these agendas, and measures such as promoting healthy lifestyles and encouraging economic activity will contribute towards physical, social and financial health.

2.3.4 East Dunbartonshire Council would miss an opportunity to develop a Strategy that takes advantage of identifying opportunities to enhance active travel links and actions that provide a strategic approach to connectivity area wide and into neighbouring authority areas. In terms of the SEA topics, the evolution of the environment without the influence of the Strategy is detailed in [Table 4](#).

Table 4: Environmental Baseline in the Absence of the Active Travel Strategy 2

SEA Topic	Pertinent Environmental Issues
Population and Human Health	Failure to deliver a coordinated approach to encouraging modal shift towards active travel carries health risks for East Dunbartonshire's population in the future. In order to increase activity levels, aims for active travel to increase the rates of people walking, wheeling and cycling for short, local journeys should be delivered via a clear framework of infrastructural and behaviour change policies and actions. A failure to provide this coordinated approach would mean that it is unlikely that investment would be made, or funding could be sought to enhance the active travel network and levels of participation would stagnate. If the standards of active travel infrastructure are simply maintained, then the levels of modal shift to active travel required to feel benefits at community level would not be achieved. At an individual level, the benefits of active travel would not be captured, representing a risk to health as a result of inactivity, contributing to already rising obesity levels and corresponding health risks.
Cultural Heritage	East Dunbartonshire hosts a rich and varied range of cultural heritage assets including the Antonine Wall World Heritage Site and other key natural and historical attractors for tourism such as the Campsie Fells and the Forth and Clyde Canal. As such, it is vital that the ATS2 considers actions that will protect, manage and enhance East Dunbartonshire's cultural heritage. Without the development of the ATS2, it is less likely that improving access to the environment and the promotion of such assets will be actioned. Uncoordinated promotion of access to our historic environmental assets could result in degradation of East Dunbartonshire's built heritage and inadvertently harm the area's cultural offer and heritage.
Biodiversity, Flora and Fauna	Uncoordinated promotion of access to community assets and delivery of active travel infrastructure and interventions could result in adverse effects on biodiversity and vulnerable species and habitats.
Soil and Geology	Uncoordinated promotion of access to community assets and delivery of active travel infrastructure and interventions could result in adverse effects on soil & geology.
Landscape	Improving active travel networks will require enhancement of the existing urban and rural environments to make the choice to travel by active modes for short, local trips more attractive. The ATS2 will include interventions which may as a by-product of enhancing the active travel network, improve local landscapes and improve access to and within those landscapes. Another benefit of the ATS2 is the promotion of settlement connectivity in East Dunbartonshire away from the road network. Without the ATS2, there would be a lack of coordination between various possible active travel routes which may contribute to perceptions of poor local landscape quality.
Water Quality	Although protection of water quality as a result of development would be controlled through other legislation, the cumulative effects of increased unplanned development without a corresponding provision

	for active travel would increase car use and due to environmental degradation would have adverse effects on hydrological environments and drainage requirements.
Air Quality & Climatic Factors	Modal shift away from private cars is a major contributor to improved air quality in urban areas, failure to provide a coordinated framework for delivering measures that facilitate this modal shift would result in increased risk of air quality remaining an unacceptably poor level or worsening. Increasing active travel provision is an important means of reducing private car journeys, reducing the harmful emissions and gases generated by the transport sector and improving the likelihood of meeting important national, regional and local targets to achieve net-zero.
Material Assets	The ATS2 would provide opportunities to further promote the sustainable use of community assets and contribute to improvements to the varying walking, wheeling and cycling path networks in East Dunbartonshire. Without the influence of the ATS2, these opportunities are less likely to be identified and the benefits to the relevant material assets will be minimal.

Section 3: Assessment of Environmental Effects

3.1 Assessment Framework

- 3.1.1** The Environmental Assessment (Scotland) Act 2005 requires the Environmental Report to assess and evaluate the likely significant impacts that the ATS2 will have on the environment. It is essential to the SEA that the assessment process and reporting of the findings are unbiased, robust, objective, transparent and ultimately easy to follow and understand.
- 3.1.2** There are a number of key assessment stages that have been identified for the SEA of the ATS2. Each of the stages will require a tailored assessment method as detailed in [Table 5](#). The assessment will focus on the strategic direction, mission, priorities and themes of the ATS2 in order for issues related to nature networks to be addressed and improved in East Dunbartonshire. The policies set out in the delivery plan programme will also be assessed. It should be noted that only the significant environmental impacts will be identified and assessed through the SEA process.
- 3.1.3** In addition to this, the assessment will evaluate the plan as a whole in terms of the potential cumulative effects (direct, indirect, secondary and synergistic) associated with the implementation of the Strategy.

Table 5: Assessment Framework

Assessment Stage	Assessment Method
Mission	The SEA assessment questions and indicators will be used to establish whether the strategic approach in order to deliver the mission of the ATS2 is compliant with the proposed SEA objectives, including the consideration of reasonable alternatives. The mission for the ATS2, that active travel is the first and natural choice for local everyday trips, will be assessed against the proposed SEA objectives to identify the SEA preferred option for the strategy. Overall, the preferred strategic approach to deliver the ATS2 and preferred mission will be justified in Table 7 , Table 8 and Appendix D .

Priorities	The Priorities for Active Travel are based on the SEA-tested Transport Planning Objectives from the Local Transport Strategy and will be assessed against the proposed SEA objectives. The priorities for active travel will determine the policies and actions that will deliver the widest possible benefits for individuals and communities in East Dunbartonshire. The preferred priorities are justified in Table 9 and Appendix D.
Themes	The themes of the Strategy, and alternatives to them, will be tested against the proposed SEA objectives for alignment and compliance. The outcome of this assessment will guide the refinement of the ATS2 priorities throughout its development. From the options appraisal emerged four project themes: a Walking and Wheeling Network, Connectivity Corridors, Behaviour Change and Green Active Travel Networks and Access to Quality Open Spaces. Appendix D
Policies	A suite of policy options which would have led to various approaches to both the Strategy as whole were assessed as part of a comprehensive assessment process. These options came from a variety of sources, the majority came from public consultation during the Active Travel Discussion² which provided both strategic direction and a comprehensive base of evidence for infrastructural and behavioural change interventions from which to develop the themes for the ATS2. . Appendix E
Cumulative Effects	Using the assessments of options outlined in the ATS2, the cumulative effects of the Strategy will be tested. Any impacts for neighbouring authorities will also be considered as part of the assessment. Section 3.9

3.2 Assessment Methodology

- 3.2.1** The SEA regulations require the environmental effects of ‘reasonable alternatives’, where appropriate, to the strategic document to be identified, described and assessed. The East Dunbartonshire ATS2 has been assessed against the list of environmental factors set out in Schedule 3 of the Environmental Assessment (Scotland) Act 2005.
- 3.2.2** The SEA directive requires environmental assessments to consider the environmental objectives established at international, UK, Scotland and regional levels that are relevant to the strategic document. During the Scoping stage of SEA, it was determined that all of the environmental issues would be significantly affected or affect the ATS2 and therefore, all of the environmental factors have been scoped into the assessment. The Consultation Authorities were in agreement with this level of scope, as expressed in their views following the consultation at the Scoping stage.
- 3.2.3** East Dunbartonshire Council has adopted a set of SEA objectives and criteria questions ([Appendix C](#)) for the environmental issues that were scoped into the assessment, shown in [Table 6](#), which were derived from other legislation and strategies ([Appendix A](#)). The criteria questions are used to guide the assessments of all elements of the Strategy.

Table 6: SEA Objectives

² The [Active Travel Discussion](#) was a public engagement activity that gathered views about the current network and potential ideas, which was conducted from 11 May 2021 and 28 September 2021.

Environmental Factor	SEA Objectives
Population and Human Health	To improve human health and community wellbeing.
Cultural Heritage	To protect, conserve and enhance the historic environment.
Biodiversity, Flora and Fauna	To protect, enhance, create and restore biodiversity and encourage habitat connectivity.
Soil and Geology	To protect and use high quality and sensitive soils in a sustainable manner and conserve recognised geodiversity assets.
Landscape	To protect and restore landscape character, local distinctiveness and promote access to the wider environment.
Water Quality	To prevent deterioration and enhance the water environment.
Air Quality	To prevent deterioration and enhance air quality.
Climatic Factors	To contribute towards the reduction of Scottish greenhouse gas outputs in line with Government targets. To reduce or prevent overall effects of climate change including those related to flood risks.
Material Assets	To promote the sustainable use of community assets in East Dunbartonshire.

3.3 Alternatives

3.3.1 Through the development of East Dunbartonshire's ATS2, there may be alternatives as to how the Strategy is delivered or implemented. Each of the feasible strategic options for the delivery of the Strategy have been assessed to ensure that they are in alignment with the SEA objectives. Each potential approach is intended to be realistic, deliverable and consistent with other relevant policies, plans and strategies. The assessment of the strategic options will highlight the SEA preferred option and will guide the final approach to the delivery of the ATS2. The reasonable alternatives to the ATS2 which have been assessed include:

1. Embed relevant policies relating to modal shift and active travel in existing, separate Strategies, including the Greenspace Strategy, Climate Action Plan and forthcoming Local Development Plan 3.
2. Create an Active Travel Strategy that combines everything under one strategy relating to modal shift and active travel.
3. Combine the Active Travel Strategy and Local Transport Strategy.
4. Active travel projects are completed on an ad hoc basis without the creation of a strategy.

3.3.3 The environmental assessment will also, where appropriate, propose further alternatives to the proposed mission, priorities, themes and policies to guide any required mitigation measures in order to reduce any potential negative/adverse impacts or to suggest enhancements to those receptors that provide potential positive impacts to East Dunbartonshire.

3.3.4 The assessment of the preferred option is set out in [Table 7](#), and the full assessment of all strategic option alternatives is set out in [Appendix D](#).

3.4 Assessment Findings

- 3.4.1** An environmental assessment has been undertaken for the ATS2 mission, priorities, themes and policies, including all reasonable alternatives, and has been assessed against the SEA objectives and criteria, based on their predicted impact on the current environmental baseline. The assessment has been conducted using standard SEA methodology and professional judgement, where appropriate.
- 3.4.2** The environmental assessments have been recorded in the form of a matrix identifying the environmental performance of each of the components of the Strategy, as mentioned in the above paragraph, against the SEA objectives and criteria. The environmental effects are recorded according to their nature (positive, neutral, negative, or mixed impacts). The significance of these effects is determined using a combination of the magnitude of the impact and the importance or sensitivity of the receiving environment. A full and detailed assessment, including commentary and mitigation, for the strategic direction, mission, priorities, themes and policies are provided in [Appendix D](#) and [E](#) respectively.
- 3.4.3** The cumulative impacts of each option proposed in the delivery of the ATS2 has also been carried out and was an important addition into the assessment process in order to identify the overall environmental effects of the Strategy once implemented.
- 3.4.4** Recommendations have been made where necessary so that environmental considerations are incorporated into the ATS2 process. The assessments also seek to enhance the environmental benefits of the ATS2 and suggest recommendations to strengthen the components to better protect the environment.
- 3.4.5** In cases where the assessed SEA Preferred Option has not been carried forward into the Strategy as a Preferred Option, the detailed non-environmental reasoning for this has been expanded upon within the assessment summary.

3.5 Assessment: Strategic Direction

- 3.5.1** The SEA legislation requires the environmental effects of 'reasonable alternatives' to the Strategy to be identified, described and assessed. The following alternative was considered as the preferred option of the SEA of the strategic direction assessments ([Table 7](#)). The full assessment of all strategic option alternatives is set out in [Appendix D](#).

Table 7: Preferred Alternative for Delivering the ATS2

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
++	0	+	0	+	0	++	++	++

Strategic Direction 2: *Create an Active Travel Strategy that combines everything under one Strategy relating to modal shift and active travel.*

Assessment Commentary:

This option will provide a long-term, co-ordinated and focussed approach to active travel planning and area-wide delivery. The ATS2 will encourage collaboration between all relevant Council Services which will strengthen and widen the anticipated positive impacts of modal shift. Overall positive and significantly positive impacts are anticipated in relation to health and wellbeing, improved community accessibility and social inclusion, safety, air quality, enhanced active travel infrastructure resulting in improved connectivity and a reduction in transport related carbon emissions.

This approach aligns with Transport Scotland: Local Transport Strategy Guidance and Active Travel Strategy Guidance and will ensure that all active travel related priorities are brought together under one Strategy. This will provide clarity of the intended outcomes and also aid monitoring and evaluation of progress in delivering the policies and actions of the ATS2 and assess how they support local, regional and national active travel ambitions.

3.5.2 Preferred SEA Option: Strategic Direction 2 – *Create an Active Travel Strategy that combines everything under one strategy relating to modal shift and active travel.*

Aligning with Transport Scotland: Local Transport Strategy Guidance and Active Travel Strategy Guidance, this approach has been chosen as the SEA preferred option as it provides the widest range of significant benefits due to its long-term collaborative approach for planning and delivery, focusing on different types of active travel as well as simultaneously carrying forward and improving behaviour change programmes and infrastructure.

3.6 Assessment: Mission

3.6.1 The mission and ‘reasonable alternatives’ have been identified, described and assessed as part of the SEA process. **Table 8** details the assessment of the preferred option considered for the mission of the ATS2. The full assessments of all options can be found in **Appendix D**.

Table 8: Assessment of the preferred option for the Mission of the ATS2

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
++	0	+	0	+	0	++	++	++
Mission 2: Walking, wheeling or cycling will be the first and natural choice for local everyday trips. Assessment Commentary: This option provides a clear mission that encourages and promotes all forms of active travel for everyday travel. This mission would provide the platform for active travel priorities, policies and actions to reflect the stronger need to drive forward modal shift in line with recent policies to deliver net-zero, improve air quality and overall health and wellbeing. Through this proposed Mission, the opportunities to enhance active travel infrastructure will be bolstered which will lead to improved community accessibility and social inclusion and enhance connectivity and lead to more area-wide benefits for those of live, work and visit East Dunbartonshire. The ATS2 definition of ‘wheeling’ will be extended to align with Transport Scotland’s definition and includes using any kind of wheeled mobility aid (wheelchairs, mobility scooters, walking frames, prams or buggies), therefore active travel is accessible to the majority of the population, thereby widening the population who “are able”. This has the potential to widen to scope and significance of anticipated positive impacts in relation to improved health and wellbeing, community accessibility and social inclusion.								

3.6.2 SEA Preferred Option: Mission 2 - Walking, wheeling or cycling will be the first and natural choice for local everyday trips.

Both proposed missions have the potential to provide significant benefits to those who live, work and visit East Dunbartonshire through modal shift and active travel improvements. However, Mission 2 is the SEA preferred option as it provides a wider sphere of influence and as a result significantly benefits the Population and Human Health environmental factor.

3.7 Assessment: Priorities and Themes

3.7.1 As part of the ATS2, a set of priorities and themes have been derived and have been subject to an environmental assessment. The priorities and themes, and any reasonable alternatives, have been tested against the SEA objectives. The full assessment tables including revised assessments incorporating SEA recommendations, reasonable alternatives and SEA commentary are provided within [Appendix D](#). Recommendations have been made where necessary so that the greater environmental considerations are incorporated into the ATS2.

3.7.2 [Table 9](#) details the assessments of the preferred options for the priorities of the ATS2. The full assessments, including full commentary of all options can be found in [Appendix D](#).

Table 9: Assessment of the preferred options for the priorities of the Active Travel Strategy 2

Preferred Option for ATS2 Priorities	Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets	Preferred Reasoning
	1	2	3	4	5	6	7	8	9	
Increasing Modal Shift Priorities 2: 1. Provide safe and easy access to everyday places. 2. Improve integration between active travel and public transport.	++	0	+	0	+	0	++	++	+	This package of alternative priorities has more wide-reaching potential to impact active travel's modal share by ensuring policies and actions are geared towards making everyday trips by active travel safer, more convenient and more accessible.
Reducing Inequalities Priority 2:	++	0	0	0	0	0	+	+	+	By widening the scope of this option to include and empower everyone in

3. Empower and encourage all groups of people to walk, wheel and cycle more.										our communities to use active travel, it provides greater opportunities for the anticipated benefits and resulting environmental impacts to be more significant.
Reducing Emissions Priority 2: 4. Improve active travel opportunities to and through areas where air quality issues may pose risks to the public and, in particular, children (for example schools and town centres).	++	0	0	0	0	0	++	+	+	Prioritising and improving active travel opportunities to and through areas with air quality issues is anticipated to have a number of positive environmental impacts on various factors. This option prioritises specific groups who are vulnerable to poor air quality and also widens the scope to account for areas where there are air quality issues and potential areas with air quality issues that may pose additional risks to the receiving environment, residents, workers and visitors.
Economic Growth Priority 2: 5. Make East Dunbartonshire an attractive place for active travel to generate more sustainable business for the local economy.	+	+	0	0	0	0	+	+	+	Prioritising the active travel network as a measure to help generate more sustainable business opportunities for the local economy is anticipated to have positive impacts on modal shift, reduce transport related emissions and provide additional benefits to those who live, work and visit East Dunbartonshire. The scope of this priority widens the opportunities for the active travel

										network to be further enhanced, create more of a significant change in modal shift and the resulting environmental factors.
Improving Health Priority 2: 6. Improve physical health, mental health and overall well-being by providing better opportunities for walking, wheeling and cycling for travel to work/school and for leisure and exercise purposes, including enhanced access to areas of green space.	++	0	+	0	+	0	+	+	+	Prioritising the health and wellbeing through the provision of better active travel opportunities is anticipated to have multiple benefits both direct and indirect, including modal shift, reduced transport emissions, connectivity and network enhancements. The scope of this priority widens the opportunities for the active travel network to be further enhanced, create more of a significant change in modal shift and the resulting environmental factors. Active travel is a key prevention tool, and delivery this priority within the ATS2 will contribute to reducing long-term health conditions, supporting ageing well, improving mental wellbeing, and reducing demand on health and social care.
Improving Safety Priorities 2: 7. Ensure vulnerable road users, including those walking, wheeling and cycling, are safe on East Dunbartonshire's road network. 8. Ensure surfaces are of a high standard so appropriate paths	++	0	0	0	0	0	+	+	+	Through this priority, the safety of vulnerable groups utilising the active travel and road networks is enhanced and results in several environmental factor benefits.

and routes can be safely accessed and enjoyed by all.										
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3.7.3 Table 10 details the assessment of the preferred options considered for the theme packages of the ATS2. The full assessments of all options can be found in **Appendix D**.

Table 10: Assessment of the options for the themes of the ATS2

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
++	+	+	0	+	0	++	++	+
Theme Package 3: <u>Walking and Wheeling Network</u> - high-quality, accessible walking and wheeling routes that connect key trip generators in towns and villages. <u>Connectivity Corridors</u> – safe on-road cycling infrastructure or development of People First streets along main routes that connect places people want to go. <u>Behaviour Change</u> - incentives, infrastructure and awareness initiatives to shift people's everyday journeys towards active travel instead of car use. <u>Green Active Travel Networks and Access to Open Spaces</u> - a series of interconnected routes linking towns and villages to the countryside and quality recreational open spaces. Assessment Commentary: This package provides a wide range of benefits due to its broader scope, focusing on different types of active travel as well as simultaneously carrying forward behaviour change programmes and connectivity to open/green spaces. Whilst this package omits Active Travel Neighbourhoods as an individual theme to allow for areas to be responsive to community demand, the overall aims will still be included as a specific policy action elsewhere in the ATS2.								

The inclusion of the Green Active Travel Networks and Access to Open Spaces theme allows for the ATS2 to better align with the emerging Greenspace Strategy to account for greenspace, biodiversity and habitat connectivity enhancements (including to and through LNCS, LNRs and other designated and non-designated natural environment assets) in active travel projects. This theme captures active travel measures that were previously proposed to be included in the Greenspace Strategy. However, it was considered more appropriate that all active travel measures, including those involving greenspace, are contained within one central Strategy streamline delivery and monitoring.

3.7.4 SEA Preferred Option: Package 3 –

- Walking and Wheeling Network - *high-quality, accessible walking and wheeling routes that connect key trip generators in towns and villages.*
- Connectivity Corridors – *safe on-road cycling infrastructure or development of People First streets along main routes that connect places people want to go.*
- Behaviour Change - *incentives, infrastructure and awareness initiatives to shift people's everyday journeys towards active travel instead of car use.*
- Green Active Travel Networks and Access to Open Spaces - *a series of interconnected routes linking towns and villages to the countryside and quality recreational open spaces.*

This package of themes provides the widest range of benefits due to its broader scope, focusing on different types of active travel as well as simultaneously carrying forward behaviour change programmes and connectivity to local amenities and natural spaces.

3.8 Assessment: Policies

3.8.1 An environmental assessment has been undertaken for the proposed policies, both aspirational and committed, in the ATS2 and any reasonable alternatives against the SEA objectives, where appropriate. The environmental assessment has been recorded in the form of a matrix identifying the environmental performance for each option, including mitigation measures for any potential negative effects.

3.8.2 Recommendations have been made where necessary so that more robust environmental considerations are incorporated into the ATS2. The assessment of the policies and reasonable alternatives identified the need to ensure actions:

1. Aid in resolving barriers to active travel.
2. Minimise any potential disturbances (soil, air, pollution, etc.) from development or upgrades to active travel networks.
3. Improve and expand active travel infrastructure.
4. Help create resilient communities through nature-based solutions and adaptation measures, as well as meet the Council's net zero targets.

3.8.3 The full policies assessment table incorporating SEA recommendations and SEA commentary are provided within [Appendix E](#).

3.9 Cumulative Impacts

3.9.1 Following the assessment of each of the Strategy component parts and local opportunities proposed for each of the settlement areas in East Dunbartonshire within the Strategy, and taking into account the intended achievements for each of the strategic opportunity areas, the assessment of the cumulative impacts is carried out. Cumulative effects can arise from the combined effects of various plans, policies or strategies (PPS). They can also arise as a result of interaction between different components of a single PPS. For example, where several developments each have minor anticipated impacts but together have a significant effect, or where several individual effects of the PPS have a combined effect. The cumulative, secondary and synergistic effects of the ATS2 have been determined and summarised below in **Table 11** with an overall summary table provided in **Table 12**.

Table 11: Cumulative Impacts on SEA Factors Summary

SEA Objective		Cumulative Effects Assessment
Population and Human Health	++	The overall cumulative impact on Population and Human Health is anticipated to be major positive area wide. This is due to the health and wellbeing benefits that active travel can bring to communities through physical activity. With more people choosing active travel for everyday journeys, there is also the potential for improved air quality which will also have a positive effect on wellbeing. There may be some localised impacts, including: Bearsden & Milngavie Minor and major positive impacts including: • Better access to everyday places for business, leisure or school trips • Better access to green spaces • A more accessible transport network so that more people can access everyday trip generators, work opportunities and leisure Bishopbriggs, Torrance, Balmore & Bardowie Minor and major positive impacts including: • Better access to everyday places for business, leisure or school trips

SEA Objective		Cumulative Effects Assessment
		- Better access to green spaces particularly National Cycle Route 754 - A more accessible transport network so that more people can access everyday trip generators, work opportunities and leisure Kirkintilloch, Lenzie, Waterside and Twechar Minor and major positive impacts including: - Better access to everyday places for business, leisure or school trips - Better access to green spaces, particularly Luggie Park as an active travel route between town centre and Hillhead - A more accessible transport network so that more people can access everyday trip generators, work opportunities and leisure Lennoxtown, Milton of Campsie, Haughhead & Clachan of Campsie Minor and major positive impacts including: - Better access to everyday places for business, leisure or school trips - Better access to green spaces, particularly the National Cycle Route 755 and the Campsies - A more accessible transport network so that more people can access everyday trip generators, work opportunities and leisure
Cultural Heritage	0	Improve active travel routes can better connect communities to cultural and heritage sites. However, there are no significant, long-term effects anticipated for Cultural Heritage taking into account the anticipated effects of the Strategy area wide.
Biodiversity, Flora and Fauna	+	The Strategy is likely to have an overall minor positive impact on Biodiversity, Flora and Fauna and Material Assets. The wide range of positive nature of the effects on this SEA criteria include: - Enhanced biodiversity integrated in active travel infrastructure - Improved access to natural and open spaces as well as an appreciation of local biodiversity However, negative cumulative effects could occur as a result of construction activity and disruption through some proposed projects, although these are likely to be minor, localised and short-term.
Soil & Geology	0	There are no significant, long-term effects anticipated for Soil and Geology . However, negative cumulative effects could occur as a result of construction activity and disruption through some proposed projects, although these are likely to be minor, localised and short-term.

SEA Objective		Cumulative Effects Assessment
Landscape	+	In terms of Landscape , there is likely to be an overall minor positive cumulative impact area wide. The positive nature of the local and strategic opportunities on this SEA criteria are due to improved access to sites of local interest and greenspace. However, negative cumulative effects could occur as a result of construction activity and disruption through some proposed projects, although these are likely to be minor, localised and short-term.
Water Quality	0	There are no significant, long-term effects anticipated for Water Quality .
Air Quality	++	For Air Quality, the cumulative environmental impact of the Strategy was anticipated to be major positive area wide. The positive nature of the effects on this SEA criteria is due to the following factors: • A modal shift away from private cars to active travel which will contribute to a reduction in air pollution and carbon emissions • A reduction in East Dunbartonshire's contribution to overall transport emissions due to a modal shift towards active modes However, negative cumulative effects could occur as a result of construction activity, although these are likely to be minor, localised and short-term. There may be some localised impacts, including: Bearsden & Milngavie Major positive impacts including: • A modal shift away from private cars to active travel along key routes and within neighbourhoods leading to improved air quality particularly around schools • Reduction in local transport-related carbon emissions • Active monitoring required of former AQMA zone Bishopbriggs, Torrance, Balmore & Bardowie Major positive impacts including: • A modal shift away from private cars to active travel along key routes and within neighbourhoods leading to improved air quality particularly around schools • Reduction in local transport-related carbon emissions • Active monitoring required of AQMA zone on A803

SEA Objective		Cumulative Effects Assessment
		Kirkintilloch, Lenzie, Waterside and Twechar Major positive impacts including: • A modal shift away from private cars to active travel along key routes and within neighbourhoods leading to improved air quality particularly around schools • Reduction in local transport-related carbon emissions Lennoxtown, Milton of Campsie, Haughhead & Clachan of Campsie Major positive impacts including: • A modal shift away from private cars to active travel along key routes and within neighbourhoods leading to improved air quality particularly around schools • Reduction in local transport-related carbon emissions
Climatic Factors	++	The cumulative nature of the impacts on Climatic Factors was considered to be major positive area wide. Significant positive effects are due to: • A modal shift away from private cars to active travel which will contribute to a reduction in air pollution and carbon emissions • A reduction in East Dunbartonshire's contribution to overall transport emissions due to a modal shift towards active modes • The proposed improvements to the resiliency of the active travel network and consideration of climate adaptation measures. There may be some localised impacts, including: Bearsden & Milngavie Major positive impacts including: • A modal shift away from private cars to active travel along key routes and within neighbourhoods leading to improved air quality particularly around schools • Reduction in local transport-related carbon emissions • Active monitoring required of former AQMA zone

SEA Objective		Cumulative Effects Assessment
		Bishopbriggs, Torrance, Balmore & Bardowie Major positive impacts including: • A modal shift away from private cars to active travel along key routes and within neighbourhoods leading to improved air quality particularly around schools • Reduction in local transport-related carbon emissions • Active monitoring required of AQMA zone on A803 Kirkintilloch, Lenzie, Waterside and Twechar Major positive impacts including: • A modal shift away from private cars to active travel along key routes and within neighbourhoods leading to improved air quality particularly around schools • Reduction in local transport-related carbon emissions Lennoxtown, Milton of Campsie, Haughhead & Clachan of Campsie Major positive impacts including: • A modal shift away from private cars to active travel along key routes and within neighbourhoods leading to improved air quality particularly around schools • Reduction in local transport-related carbon emissions
Material Assets	+	The overall cumulative impact on Material Assets is anticipated to be minor positive area wide. There may be some localised impacts, including: Bearsden & Milngavie Minor and major positive impacts including: • Better access to everyday places for business, leisure or school trips • Better access to green spaces • A more accessible transport network so that more people can access everyday trip generators, work opportunities and leisure Bishopbriggs, Torrance, Balmore & Bardowie Minor and major positive impacts including:

SEA Objective		Cumulative Effects Assessment
		- Better access to everyday places for business, leisure or school trips - Better access to green spaces particularly National Cycle Route 754 - A more accessible transport network so that more people can access everyday trip generators, work opportunities and leisure Kirkintilloch, Lenzie, Waterside and Twechar Minor and major positive impacts including: - Better access to everyday places for business, leisure or school trips - Better access to green spaces, particularly Luggie Park as an active travel route between town centre and Hillhead - A more accessible transport network so that more people can access everyday trip generators, work opportunities and leisure Lennoxtown, Milton of Campsie, Haughhead & Clachan of Campsie Minor and major positive impacts including: - Better access to everyday places for business, leisure or school trips - Better access to green spaces, particularly the National Cycle Route 755 and the Campsies - A more accessible transport network so that more people can access everyday trip generators, work opportunities and leisure

Table 12: Summary of Cumulative Effects ATS2 components vs SEA Environmental Factors

ATS2 Component	Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets	Assessment Outcome across topics
Mission	++	0	+	0	+	0	++	++	++	+

Increasing Modal Shift Priorities	++	0	+	0	+	0	++	++	+	+
Reducing Inequalities Priorities	++	0	0	0	0	0	+	+	+	+
Reducing Emissions Priorities	++	0	0	0	0	0	++	+	+	+
Economic Growth Priorities	+	0	+	0	0	0	+	+	+	+
Improving Health Priorities	++	0	+	0	+	0	+	+	+	+
Improving Safety Priorities	++	0	0	0	0	0	+	+	+	+
Themes Package	++	+	+	0	+	0	++	++	+	+
Summary	++	0	+	0	+	0	++	++	+	

3.9.2 A cumulative assessment has been undertaken with other plans, and policies that may be impacted by the ATS2. The following local plans and policies were reviewed for cumulative effects with the ATS2:

- Local Development Plan 2 (Local Development Plan 3 is in development)
- Climate Action Plan
- Local Transport Strategy
- Greenspace Strategy (emerging)
- Local Outcomes Improvement Plan (LOIP) 2017 – 2027
- East Dunbartonshire Public Health Framework
- East Dunbartonshire HSCP Strategic Plan
- Air Quality Action Plan

3.9.3 These strategies and plans largely align with the ATS2 to achieve broader goals for modal shift, active travel and creating resilient communities. This results in cumulative positive effects across many SEA objectives, particularly population and human health due to overall wellbeing outcomes from an increase in physical activity and improved air quality that is associated with active travel. The actions underpinning the ATS2 will enable and enhance other local strategies such as through improving safety, health and wellbeing of communities, building climate resilient communities and delivering on transportation needs. Many of the strategies listed above will support the delivery of the mission, priorities and themes of the Strategy.

For example, the push for improve active travel opportunities will align with the Climate Action Plan (Theme 1 – Transport in CAP) and support key public health ambitions as set out in the East Dunbartonshire Public Health Framework and HSCP Strategic Plan.

- 3.9.4** While the majority of these effects are positive and complementary, some negative effects may arise due to simultaneous development and activities across the Council area. However, through careful coordination, implementation of appropriate mitigation measures and monitoring, it is possible to manage these potential conflicts and ensure that the overall outcome remains positive, with the long-term environmental and social benefits outweighing the temporary challenges.

3.10 Influence of SEA on the Active Travel Strategy 2

- 3.10.1** The SEA process has played an important role in shaping and refining the Strategy through systematic consideration of environmental effects from implementation of the mission, priorities, themes and policies across each SEA topic. By identifying potential effects during the development process, the SEA has helped evaluate how active travel benefits communities whilst avoiding negative environmental effects.
- 3.10.2** Through each of the assessments for the strategic direction, mission, priorities, themes and policies for the ATS2, there have been notable examples of the positive influence of SEA on the development of the components, including consideration of the proposed mitigation measures to be integrated into the Strategy and incorporation of all of the SEA preferred options and SEA suggested alterations, for example:
- **Strategic Direction and Mission** – The SEA preferred option was taken forward as the approach for the delivery and the overall ambition of the Strategy.
 - **Themes and Priorities**– The SEA preferred option for each of the priorities and theme packages, including the SEA suggested alterations, were taken forward as the selected components for the Strategy.
 - **Policies** - A new policy was added to the Strategy relating to delivery projects aligning with the recommendations in the SEA ER. The findings from the policy assessments were taken into account when considering the overall cumulative assessment for the Strategy.
- 3.10.3** Mitigation measures have also been identified as part of the policy assessments and discussed with the Sustainable Transport Policy Officer in order to avoid adverse impacts, reduce the significance of the effects or enhance neutral or positive impacts. They have taken the form of suggested alterations to the wording of priorities, policies and project level mitigation for delivery of the Strategy.

3.11 Difficulties Encountered

- 3.11.1** The SEA Act requires the identification of any difficulties (such as technical deficiencies or lack of knowledge) encountered during the assessment process. The difficulties encountered in undertaking the SEA of the draft ATS2 are summarised below.
- 3.11.2** The SEA process encountered some challenges in assessing the likely significant effects of the Strategy and its components. While quantitative data existed for current conditions, many longer-term impacts required qualitative assessment approaches based on reasonable assumptions and professional judgment. Data availability and information gaps created limitations in the assessment process, particularly given the interconnected nature of the interventions in the Strategy. In addition, many policies and actions proposed through the Strategy were investigative and exploratory in nature. In these cases, it was not possible to determine any direct environmental implications. However, secondary impacts were noted along with the longer-term potential environmental impacts, which in most cases were positive in nature.
- 3.11.3** The assessment of both direct and indirect effects presented methodological complexities across different environmental topics. While the assessment of cumulative effects with other plans and programmes has been based on the most up to date information available, in many cases there was insufficient detailed information at this stage to make robust conclusions. These uncertainties and assumptions have been documented within the assessment, and recommendations for monitoring have been made where appropriate to address any data gaps.

Section 4: Mitigation Measures and Monitoring

4.1 Mitigation Measures

- 4.1.1** Schedule 3 paragraph 7 of the Environmental Assessment (Scotland) Act 2005 require that the Environmental Report includes the measures envisaged to prevent, reduce and, as fully as possible, offset any significant adverse effects on the environment of implementing the ATS2.
- 4.1.2** Mitigation measures have been proposed and incorporated into each of the assessments of the actions in order to avoid, reduce, mitigate or offset any potential adverse environmental impacts and enhance any neutral or positive environmental impacts identified. For the assessment of the ATS2, mitigation has been incorporated into the assessments in the form of SEA suggested alterations which would lead to a more positive environmental scoring. The mitigation measures incorporate all environmental factors and will be the responsibility of East Dunbartonshire Council to implement in conjunction with key agencies and stakeholders.

4.1.3 Implementation of the ATS2 has the potential to have short-term negative effects as a result of development of infrastructure or upgrades that support accessibility ambitions and operational commitments. Consequently, mitigation is largely limited to reducing potential effects from construction. As exact details of developments are not known at this stage, it is not possible to determine specific mitigation measures, therefore a summary of the potential mitigation measure that could be implemented for each SEA objective is outlined in **Table 13**. An attempt has been made to include lead authority and timescales as requested by the Consultation Authorities during the Scoping stage but understandably these will depend on the nature and timing of the ATS2 related projects to be implemented.

Table 13: Potential Mitigation Measures

SEA Objective	Issue/Impact	Potential Mitigation Measures	Lead Authority	Proposed Timescale
Population & Human Health	- Construction disruption causing noise, dust, and local community disturbance - Increased traffic congestion and safety risks from construction vehicles	- Employ best practice construction methods to reduce nuisance and disruption. - Construction-related traffic and site management measures to reduce negative impacts from increased traffic and congestion. - Where possible, avoid development which may negatively impact existing habitat sites and recreational assets.	East Dunbartonshire Council (Land Planning & Development, Traffic and Transport and Streetscene) in liaison with NatureScot, where relevant.	Throughout project implementation

Cultural Heritage	• Risk of damaging archaeological sites during ground development • Potential architectural integrity loss during network upgrades • Degradation (visual, noise, changes in traffic or adjacent development) of heritage landscapes and the setting and character of heritage assets.	• Ensure appropriate archaeological watching briefs and where necessary excavations and subsequent reporting take place prior to any groundwork. • Ensure sensitivity to original design features and use of technology appropriate for the location in upgrading or refurbishment work. • Consideration of mitigation by design in the first instance. • Explore planting and screening options for infrastructure in proximity to sensitive heritage assets.	East Dunbartonshire Council Land Planning & Development in liaison with Historic Environment Scotland and Consultant Archaeologists.	Prior to any construction work
Biodiversity, Flora & Fauna	• Potential negative effects on species and habitat from infrastructure projects • Risk of invasive species transmission	• Site investigations carried out prior to any infrastructure projects to avoid the possibility of adverse environmental impacts on sensitive habitats or species. • Where possible, use native species in tree planting and other nature-based solution projects. • Ensure the application of appropriate biosecurity measures.	East Dunbartonshire Council (Land Planning & Development and Streetscene) in liaison with NatureScot.	Prior to and throughout project implementation
Soil & Geology	• Soil erosion and degradation during construction activities	• Where viable, implement erosion control techniques, such as silt fences, sediment basins, and erosion-resistant ground cover to prevent soil erosion during construction. • Restore soil disturbed during construction.	East Dunbartonshire Council (Land Planning & Development, Streetscene and Environmental Health) In liaison with SEPA and NatureScot.	Throughout project implementation
Landscape	• Visual disruption of natural landscape character • Potential negative aesthetic effects on local environment	• Integrate infrastructure into the surrounding landscape by carefully considering the natural contours, topography, and vegetation to minimise visual disruption. • Conduct a Visual Impact Assessment to evaluate potential visual impacts of the development on the surrounding landscape and local communities.	East Dunbartonshire Council (Land Planning & Development and Streetscene) in liaison with NatureScot.	Prior to and throughout project implementation

	Intrusive development visibility affecting scenic quality	Where viable, use natural or artificial screens (e.g., vegetation, earth berms, fences) to reduce the visibility of the development.		
Water Quality	- Sediment and soil runoff contaminating water bodies - Potential chemical and material contamination of water sources - Ecosystem disruption along water corridors	- Implement erosion and sediment control measures to prevent soil from being carried into water bodies by stormwater runoff. - Prevent contamination of water sources from construction materials, waste, and chemicals used on site. - Establish buffer zones along water bodies (streams, rivers, lakes, wetlands) to protect water quality from development activities.	East Dunbartonshire Council (Land Planning & Development, Streetscene (including Flood and Drainage Engineers) and Environmental Health) in liaison with SEPA and NatureScot.	Prior to and throughout project implementation
Air Quality	- Construction-related short-term air quality degradation - Vehicle emissions during construction and development - Particulate matter and dust pollution - Long-term urban air quality improvement	- Where necessary, introduction of traffic planning and management schemes to reduce short-term construction impacts. - Reduce emissions from construction vehicles and equipment by using low-emission vehicles and promoting sustainable vehicle management practices. - Implement dust suppression strategies to minimise particulate matter emissions during excavation, demolition, grading, and other construction activities. - Further amelioration from planting, where appropriate, to absorb pollutants and carbon emissions, and capture particulates.	East Dunbartonshire Council (Land Planning & Development, Streetscene and Environmental Health) in liaison with SEPA.	Prior to and throughout project implementation
Climatic Factors	- High carbon emissions from development and infrastructure upgrades - Increased vulnerability to climate change impacts	- Designs to minimise disturbance to existing natural areas, such as native woodlands. - Deliver extensive green and blue infrastructure to reduce / absorb emissions. - Install a range of climate change adaptations to improve infiltration, reduce surface water flooding, retain water to mitigate drought conditions, reduce higher temperatures, and provide cooling through shading.	East Dunbartonshire Council (Land Planning & Development, Traffic and Transport and Streetscene) in liaison with SEPA and NatureScot.	Prior to and throughout project implementation

Material Assets	- Resource efficiency - High embodied carbon in construction materials	- Promote resource efficiency. - Use of local, renewable and/or recycled materials wherever possible.	East Dunbartonshire Council (Land Planning & Development, Assets and Estates and Streetscene) in liaison with SEPA	From onset of GSS implementation
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4.2 Monitoring

- 4.2.1** Through Section 19 of the Environmental Assessment (Scotland) Act 2005, East Dunbartonshire Council is required to monitor significant environmental effects of the implementation of the ATS2. The monitoring should be implemented to enable the identification of any unforeseen adverse effects at an early stage to allow the appropriate remedial action to be implemented. Where possible, the SEA monitoring framework will align with the monitoring of the Strategy.
- 4.2.2** It is intended that implementation of the ATS2 will be coordinated through an Active Travel Working Group, comprising a cross-disciplinary team of Council Officers. The Working Group will meet at least biannually to review progress against the delivery programme, agree annual work programmes and adjust priorities in response to new policy and funding opportunities. Progress will be assessed through a combination of quantitative and qualitative measures. Regular updates on progress will be provided to the Council's Transport Working Group, which will continue to have oversight for the delivery, monitoring and review of the ATS2 policies and actions and will inform reports to Council or the Place Neighbourhood and Corporate Assets Committee, as required.
- 4.2.3** The specific measures that are to be taken to monitor the significant environmental effects of the implementation of ATS2 will form part of the Post-Adoption Statement prepared as soon as reasonably practicable after the adoption of the ATS2 in accordance with Section 18 of the Act. It is envisaged that the following indicators will be included within the monitoring framework ([Table 14](#)).

Table 14: Indicators to be included in monitoring framework

SEA Factor	Indicators	Data Source
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Population and Human Health	• Local emissions from road transport • Local air quality levels – measured at continuous air quality monitoring sites and tubes across the authority • % of school and workplace journeys made by active travel locally • Walking and cycling counters in key monitored locations • Change in deprivation levels according to SIMD • Number of local traffic accidents involving pedestrians and cyclists • Reduction in % residents using car as main mode • Increase in active travel mode share for local trips • Increase in % of households with access to a bicycle • Increase physical activity levels, particularly for children • Maintain and increase number of AT schemes in schools and participation rates • Increase number of workplace AT schemes	East Dunbartonshire Council Annual Air Quality Monitoring Reports Scottish Household Survey Hands Up Scotland Survey ED Travel Survey data Cycle and pedestrian count data (including before / after scheme implementation, and Cycling Scotland Annual Monitoring Reporting) Number of access routes added SIMD indicators Reported Road Casualties Scotland Monitor number of schemes in schools and workplaces and participation rates (school liaison, ad hoc surveys)
Cultural Heritage	• Number of cultural heritage assets (see Table 1) in or near the vicinity of projects in the ATS2 • % change in visitors to East Dunbartonshire to visit cultural heritage assets • Number of people who access heritage sites using active travel alternatives • Contributions from the tourist industry to the local economy (sustainable tourism Gross Value Added (GVA))	Historic Environment Scotland Condition surveys and monitoring (Historic Environment Scotland)

	- Projects or new/improved infrastructure on or adjacent to the Forth and Clyde Canal Scheduled Monument - Projects or new/improved infrastructure on or adjacent to the Antonine Wall World Heritage Site (including buffer zone) - Projects or new/improved infrastructure impacting cultural heritage assets	Visitor data (e.g. Historic Environment Scotland) Scottish Canals East Dunbartonshire Council
Biodiversity, Flora and Fauna	- Total area of protected sites (priority species) - Quality and connectivity of the active travel network throughout East Dunbartonshire - Number of new active travel networks created as a result of the ATS2 in close proximity to designated / protected sites - Projects or new/improved infrastructure on or adjacent to natural environment designated sites.	Ecological surveys and monitoring data (e.g. NatureScot) East Dunbartonshire Council Mugdock Country Park Strategy
Soil and Geology	- Area of existing contaminated land altered by actions set out in the ATS2 % of peatland improved/deteriorated - Changes to number of vacant and derelict land sites in East Dunbartonshire	Soil sample analyses (SEPA) John Hutton Institute East Dunbartonshire Council Vacant and Derelict Land Surveys Contaminated Land Inspection Surveys
Landscape	- Number of habitat/nature networks improved through improved active travel access - Number of habitat/active travel networks improved/created as a result of the ATS2 - Number of active travel actions at a cross-boundary level - Projects or new/improved infrastructure on or adjacent to Local Landscape Areas. (such as Campsie Fells LLA).	Spatial analysis of green/blue spaces Resident/visitor/citizen science surveys on perceptions of the local environment

		East Dunbartonshire Council and Neighbouring Authority monitoring counters East Dunbartonshire Council EDC GIS Mapping
Water Quality	- Changes to flooding and drainage, particularly in areas where active travel improvements and enhancements are undertaken (SEPA Flood Risk Map) - Changes to the classification of water bodies in line with the requirements of the Water Framework Directive.	SEPA Water quality monitoring data: sampling and analysis SEPA Flood Risk Mapping and Data East Dunbartonshire Council
Air Quality	- Emissions levels in East Dunbartonshire - Percent change (NO₂ and PM10 levels are measured continuously within East Dunbartonshire. There are 4 monitoring stations in Bishopbriggs, Kirkintilloch, Bearsden and Milngavie. There are also 43 sites with monitoring tubes for NO₂ around the EDC area). - Reduce ambient pollutants in AQMA. - Number of people using path / cycleway networks – path counters can be used to establish flows.	Air quality monitoring data East Dunbartonshire Council Active travel infrastructure counters (including Cycling Scotland Annual Monitoring Reporting)
Climatic Factors	- Reduction in area-wide car kilometres - Greenhouse gas output trends in East Dunbartonshire - Modal split of journeys made in East Dunbartonshire - Nature-based solutions utilised as part of any active travel infrastructure projects. - Tracking and recording new blue and green infrastructure features delivered through capital projects, developer contributions and community initiatives.	Corporate greenhouse gas emissions including scope 3 emissions (employee commuting, supply chain) East Dunbartonshire Council Travel Survey data – HUSS, SHS, East Dunbartonshire Travel Survey, ad hoc surveys

		Climate Action Plan monitoring DfT Vehicle Miles Travelled
Material Assets	• Monitoring of corridors where active travel routes have been provided to determine an impact to traffic levels. • Reduced maintenance and disruption to planned works. • Percentage of population who access and use of active travel network. • Number of active travel network related considerations incorporated into development proposals.	East Dunbartonshire Council Travel Survey data – Hand Up Scotland Survey, Scottish Household Survey East Dunbartonshire Travel Survey, ad hoc surveys

Section 5: Statutory Consultation and SEA Timetable

5.1 Statutory Consultation

5.1.1 The statutory consultation for the draft SEA ER and corresponding Draft Active Travel Strategy 2 will be carried out between:

5th October 2026 –15th November 2026

5.1.2 Responses should be submitted through email or post to the following addresses:

Email: Sustainability@eastdunbarton.gov.uk

Post: Sustainability Team,
Place, Neighbourhood and Corporate Assets
Southbank House

Strathkelvin Place
Kirkintilloch
G66 1XQ

5.1.3 Or directly via our Draft ATS2 Survey located on the Council webpage.

5.1.4 In addition, the Council held consultation sessions for discussion and views to be shared on the Draft ATS2 and corresponding SEA Environmental Report. Details for these sessions were widely advertised in advance and promoted through social media, local publications and on the Council's website.

5.2 SEA Timeline

5.2.1 The SEA activities to date and approximate timetable for the ATS2 for further SEA stages are summarised below (**Table 15**). The SEA process has aligned with the development stages for the Strategy itself.

Table 15: SEA and Consultation Timetable

Strategy Preparation Stages	SEA Stages	Anticipated Timescale & Applicable Consultation Period
Preliminary Assessment and Survey / Research work	Scoping Report: Collate and forecast baseline environmental information Adopt SEA environmental objectives and criteria Active Travel Discussion	• June 2021 - June 2022 – research and draft Scoping Report • Scoping Report to the SEA Gateway on 19 May 2022 • 5-week period of Consultations with the Consultations Authorities • Active Travel Discussion consultation took place over summer 2021 <i>Note: Significant delay in progressing the Strategy and ER. This was due to a number of reasons, including staff turnover and the changing scope of the Strategy.</i>

Environmental Report

		<i>All relevant information has been updated as part of the ER development.</i>
Evidence gathering and publication of evidence reports and summary booklet	N/A	January 2022 – January 2023
Prepare Draft Strategy	Environmental Assessment: - Assess the Strategy's components including all reasonable alternatives - Prepare Draft Environmental Report	Draft Environmental Report prepared alongside the preparation of the draft Strategy. - Responses from the Consultation Authorities at the Scoping stage taken into account. - Drafting of ATS2 between Jan 2026 – October 2026. - Drafting of SEA ER over the same time period.
Publish & Consult on Draft Strategy	Publish & Consult on Draft Environmental Report	- Consultation with the public and SEA Statutory Consultation Authorities: 5th October 2026 – 15th November 2026 - Assessment/Consideration of all responses following Consultation.
Adopt Strategy	Develop Final Environmental Report, taking into account all changes to the Strategy post-consultation and responses received. Produce Post-Adoption Statement along with the adopted Finalised Active Travel Strategy 2 (approval date TBC)	Adoption of the ATS2 and publication of the SEA Post-Adoption Statement – TBC
Monitor & Review	Monitor and Review	On-going/Annual review

Section 6: Appendices

APPENDIX A: LIST OF INTERNATIONAL, NATIONAL, REGIONAL AND LOCAL LEGISLATIVE DRIVERS

Relevant PPS and Legislation	Summary/Objectives or requirements	How objectives/requirements influence or are influenced by the ATS2
International		
Rio Declaration (1992)	The Declaration sets out 27 principles to enable the global community to work towards international agreements that respect the interests of all and protect the integrity of the global environmental and developmental systems. The Declaration highlighted the necessity to protect and enhance the environment, economics and social aspects in both developed and developing countries. The Rio Declaration led to an international commitment to Agenda 21 which represented a global action on sustainable development.	The ATS2 will demonstrate, at a local level, a commitment reducing emissions through the promotion of active travel, with associated economic, accessibility, social and wellbeing benefits.
Kyoto Protocol (1997)	The UK has committed itself to a 12.5% reduction in greenhouse gas emissions from 1990 levels by 2008-2012. It has also set its own domestic target of a 20% reduction in carbon dioxide by 2010.	Demonstrating commitment to continual reduction in emissions are key pillars of the East Dunbartonshire Council Carbon Management Plan, and the emerging Climate Action Plan outlines the pathway for the Council to achieve net zero emissions, which shall be aided by the development of ATS2.
Johannesburg Declaration (2002)	The World Summit on Sustainable Development was held in Johannesburg in 2002 to assess progress since Rio. The three key outcomes of the Summit include: - A political declaration - The Johannesburg Plan of Implementation - Partnership initiatives The event included a number of commitments including those related to sustainable consumption and production, water and sanitation and energy.	Sustainable development goals are likely to be used to guide the development of new active travel infrastructure, to act as a framework to enable the protection and management of the natural environment, including cultural heritage and material assets.

Sustainable Development Goals (2015)	A collection of cross-cutting objectives designed to achieve long-term peace and prosperity for people and the planet. The Sustainable Development Goals include good health and well-being, gender equality, economic growth, infrastructure, sustainable communities and climate action among others. The Goals emphasise the interconnected nature of the environmental, social and economic aspects of sustainable development.	The ATS2 will demonstrate a commitment at a local level to realise environmental, social and economic well-being as much as possible for residents and visitors of East Dunbartonshire.
Paris Agreement (2015)	The Paris Agreement is the first-ever universal, legally binding global climate change agreement, adopted at the Paris climate conference (COP21) in December 2015. It sets out a global framework to avoid dangerous climate change by limiting global warming to well below 2°C and pursuing efforts to limit it to 1.5°C. It also aims to strengthen countries' ability to deal with the impacts of climate change and support them in their efforts.	The ATS2 will seek to identify active travel opportunities within East Dunbartonshire that will offer a range of benefits, including modal shift to more sustainable methods of travel. This will contribute to local and national emissions reduction targets as set out in the Paris Agreement, by the Scottish Government and in East Dunbartonshire's Climate Action Plan.
IPCC Sixth Assessment Report (2022)	The Working Group II contribution to the IPCC Sixth Assessment Report assesses the impacts of climate change, looking at ecosystems, biodiversity and human communities at global and regional levels. It also reviews vulnerabilities and the capacities and limits of the natural world and human societies to adapt to climate change.	The work conducted by the IPCC should inform the ATS2 on the interaction of the natural world and humans on climate change adaptation. This resource provides background information.
Transforming our World: the 2030 Agenda for Sustainable Development	Establishes a course of action for individuals the planet, and prosperity, whilst also aiming to promote universal peace with greater freedom. It outlines 17 Sustainable Development Goals (SDGs) and 169 targets. These provide a framework for addressing climate change by promoting sustainable practices across economic, social and environmental sectors.	The SDG goals provide a framework integrating climate change mitigation and adaptation across various sectors, such as sustainable transport, clean energy, sustainable cities, and responsible consumption. Of particular relevance for the ATS2 is Goal 11.2: "By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety... with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons".

2030 Strategic Framework for International Climate and Nature Action	The 2030 Strategic Framework for International Climate and Nature Action aims to align global efforts in tackling climate change and biodiversity loss through integrated, nature-based solutions. It focuses on accelerating sustainable development, enhancing international cooperation, and achieving climate resilience whilst protecting ecosystems.	The framework promotes a coordinated global approach that combines climate mitigation with nature conservation. It encourages the integration of biodiversity and ecosystem protection into climate strategies, ensuring that efforts to combat climate change also preserve natural resources and support long-term environmental health. Specific reference is given to the need for rapid decarbonisation of the transport sector, which the ATS2 will contribute to.
National		
Roads (Scotland) Act 1984	Sets out the definition of a road, footway, footpath etc. Sets out regulations related to where cycles and motor traffic can be ridden or driven.	Will inform the ATS2 options and infrastructure delivery plans.
Climate Change Act 2008	Introduced through the UK Climate Change Programme (2000). Set a legally-binding target of at least 80% reduction in UK greenhouse gas emissions by 2050; amended by the Climate Change Act 2008 (2050 Target Amendment) Order 2019 to a target of 100% of 1990 levels (net zero) by 2050.	Reduced emissions through reduced vehicle mileage in East Dunbartonshire is a key objective of the ATS2.
Climate Change (Scotland) Act 2009 and Climate Change (Emissions Reduction Targets) (Scotland) Act 2024	Set emissions reductions targets. The Climate Change (Scotland) Act 2009 places a legal responsibility on relevant public bodies in Scotland to meet the climate change duties. The duties are set out in section 44(1) of the 2009 Act and require that a public body must, in exercising its functions, act: - In the way best calculated to contribute to the delivery of emissions reduction targets (i.e. mitigation). - In the way best calculated to help deliver the Scottish National Adaptation Programme. - In a way that it considers most sustainable.	The ATS2 will support the emissions reductions targets through promoting modal shift from private car to active travel modes.
Transport (Scotland) Act 2019 (and associated secondary	Introduces bans on pavement parking, double parking and parking at dropped kerbs. Associated secondary legislation	Ensuring active travel routes are accessible and free of obstructions, including enforcement of the ban on

legislation: The Pavement Parking Prohibition (Exemption Orders Procedure) (Scotland) Regulations 2022; and The Parking Prohibitions (Enforcement and Accounts) (Scotland) Regulations 2023)	provides local authorities with the power to create exemption orders and the necessary powers to enforce the new national parking prohibitions.	pavement parking, will support the delivery of the proposed ATS2 measures.
Infrastructure Strategy 2027-2037 (Consultation Draft)	The Infrastructure Strategy sets out a ten-year framework (2027 to 2037) to guide infrastructure planning, investment and delivery across Scotland. It recognises that enhanced connectivity – including through active travel networks – unlocks workforce potential by widening access to employment and education opportunities.	Recognises the valuable role of active travel networks in enhancing connectivity and aligns with the vision and priorities of the ATS2.
Draft Climate Change Plan 2026-2040	The Draft Climate Change Plan sets out the policies and proposals the Scottish Government will take forward to enable Scotland's carbon budgets to be met and includes active travel.	Recognises the valuable role of active travel networks in enhancing connectivity and aligns with the vision and priorities of the ATS2.
National Performance Framework (Consultation Draft) (2026)	The National Performance Framework is Scotland's wellbeing framework to support the delivery of the national outcomes that are established in the Community Empowerment (Scotland) Act 2015. The Framework's vision is to improve the wellbeing of people living in Scotland now and in the future. The Framework measures Scotland's progress against six national outcomes: - Connected - we participate freely in the civic, cultural and social life of our communities. - Healthy - we live longer, healthier and more fulfilling lives.	The ATS2, in aiming to provide wide access to active travel infrastructure and opportunities and encourage modal shift to sustainable and active travel, will seek to improve performance against the outcomes.

Scottish Biodiversity Strategy to 2045 (2024)	This Strategy aims to halt biodiversity loss and restore ecosystems by enhancing protected areas, promoting sustainable land and marine use, and tackling invasive species. It supports nature-based solutions to address climate change while fostering community engagement and sustainable development. The Strategy also prioritises integrating biodiversity considerations across policies and sectors to ensure long-term resilience.	The Strategy drives ecosystem restoration and green infrastructure efforts at a local level. Delivery of infrastructure identified through the ATS2 should ensure alignment with the principles of this Strategy.
Biodiversity: Delivery Plan 2024 to 2030 (2024)	The Delivery Plan focuses on restoring ecosystems, expanding protected areas, and increasing biodiversity through sustainable land and water management. The Delivery Plan priority actions include: 1. Accelerate ecosystem restoration and regeneration 2. Protect nature on land and at sea, across and beyond protected areas 3. Embed Nature Positive farming, fishing and forestry 4. Protect and support the recovery of vulnerable and important species and habitats 5. Invest in nature 6. Take action on the indirect drivers of biodiversity loss	The Delivery Plan provides a framework for local biodiversity restoration and integration with climate goals. Delivery of infrastructure identified through the ATS2 should ensure alignment with the priority actions of this Plan to ensure a thriving and resilient natural environment in East Dunbartonshire.
SEPA Climate Change Allowances for Flood Risk Assessment in Land Use Planning Guidance (2024)	This guidance sets out required allowances for climate change that must be used for flood risk assessment following the adoption of National Planning Framework 4 in February 2023. It allows planning authorities in Scotland to underpin their land use planning decisions with the best evidence available.	The guidance provides standardised climate change allowances that inform local flood risk assessments. Delivery of infrastructure identified through the ATS2 should ensure alignment with the actions set out within SEPA's guidance.
Town and Country Planning (Scotland) Act 1997 (as amended)	See the legislative basis for planning guidance.	The ATS2 will support planning guidance through sustainable transport and active travel integration.
National Planning Framework 4 (2023)	Scotland's NPF4 plans Scotland's future places in line with six overarching spatial principles: - Just transition - Conserving and recycling assets	The ATS2 will recognise and support the requirements laid out by the spatial principles. The ATS2 will help facilitate the planning and delivery of sustainable, liveable and productive places.

	- Local living - Compact urban growth - Rebalanced development - Rural revitalisation By supporting these spatial principles, NPF4 will support the planning and delivery of sustainable, liveable, productive places. The National Walking, Cycling and Wheeling Network is designated as a national development in support of delivering liveable places by strengthening and extending national active travel infrastructure in order to reduce transport emissions. This national development is to be delivered by focusing on areas where improvements to accessibility is most needed. Sustainable transport policies support proposals to improve, enhance or provide active travel infrastructure. NPF4 embeds the concepts of local living and 20-minute neighbourhoods into Scottish planning policy and the accessibility, safety and convenience of local active travel opportunities will play an important role in ensuring that people in communities across Scotland can access local services within a convenient journey time.	
Strategic Transport Projects Review 2 (2022)	The second Strategic Transport Projects Review (STPR2) for Scotland informs Scottish Ministers' decisions on transport investment in Scotland for the next 20 years (2022-2042) and includes connected neighbourhoods, segregated active freeways, and connected towns and villages. STPR2 is one of the mechanisms for delivering the Vision, Priorities and Outcomes of the second National Transport Strategy (NTS2). It is a key component of Scotland's journey to net zero emissions and will, in conjunction with existing commitments and other policy ambitions, enable a reduction in	The ATS2 will help support the outcomes of STPR2 through increasing accessibility, creating better connectivity with sustainable transport options, and supporting sustainable economic growth.

	transport emissions as well as addressing inequalities and improving health and wellbeing.	
Cycling Framework and Delivery Plan for Active Travel in Scotland (2022)	This policy document builds on progress made from 2010 to 2020 through three iterations of the Cycling Action Plan for Scotland between 2010 and 2020. This is a strategic level plan that places emphasis on the delivery of key actions that international evidence shows are required to increase levels of everyday cycling. The review of previous policy noted that the main problematic area was the relatively slow progress in implementing high quality safe cycling infrastructure at the local level, and in improving road safety for vulnerable users. It acknowledged that these are local authority responsibilities primarily and that there are multiple barriers to progress at local level, including funding and staffing. It noted that a key barrier is the political challenges of implementing new cycling infrastructure where this involves allocating road space away from parked or moving private motor vehicles. The Cycling Framework sets out strategic priorities and shared actions to maximise cycling's contribution to realising the Scottish Government's stated vision for active travel in Scotland as laid out in the Active Travel Framework (2020). The top priority for the achievement of this vision is: - The delivery of more dedicated, high quality, safe cycling infrastructure, effectively resourced where fair access is ensured and uptake is supported with training and education. The Strategic Themes of the document illustrate the overarching approach to cycling for transport in Scotland: - Safe cycling infrastructure - Effective resourcing - Fair access - Training and education	The vision, priorities and targets of the ATS2 align with those of the Scottish Government for cycling. The ATS2 will set out the Council's ambition to deliver cycling infrastructure, showing a commitment to increasing the share of everyday trips made by cycling.

	- Network planning - Monitoring	
Environment Act 2021	The Environment Act 2021 strengthens the UK's approach to environmental protection by setting legally binding targets for air quality, biodiversity and water resources, all crucial for addressing climate change. It supports the country's efforts to reduce emissions and enhance environmental resilience, contributing to climate adaptation and mitigation goals.	The ATS2 will contribute to the ambitions set out in the strategy through supporting modal shift and reducing transport emissions.
Net Zero Strategy: Build Back Greener (2021)	This strategy sets out policies and proposals for decarbonising all sectors of the UK economy. It outlines the UK's plan to achieve net-zero greenhouse gas emissions, focusing on clean energy, green jobs and sustainable growth. It aims to decarbonise industries, boost innovation, and reduce carbon footprints across sectors while fostering economic recovery post-pandemic.	The ATS2 will contribute to the ambitions set out in the strategy through supporting modal shift and reducing transport emissions.
Cleaner Air for Scotland 2: Towards a Better Place for Everyone (2021)	Cleaner Air for Scotland 2 is a five-year strategy that sets out how the Scottish Government and its partner organisations propose to reduce air pollution further to protect health, wellbeing and the environment and fulfil Scotland's legal responsibilities. Vision: <i>Scotland's air quality will be the best in Europe</i> The strategy focuses on 10 key themes, including a precautionary approach to reducing air pollution and ensuring compliance with air quality standards. It calls for integrated policies across sectors like climate change, placemaking, and transport to enhance air quality. The strategy also highlights the need for better data, public engagement, and behaviour change to combat pollution. Effective governance and ongoing progress reviews are crucial for successful implementation and addressing emerging challenges.	The ATS2 will contribute to the Scottish Government vision for air quality, through supporting modal shift and reducing transport emissions.

Scotland's Net Zero Nation Public Engagement Strategy (2021)	This Strategy outlines the broad framework for involving the people of Scotland in the transition to a net-zero nation, whilst also preparing for the impacts of a changing climate. The Strategy's objectives include: - Understand ○ Communicating Climate Change ▪ People are aware of the action that all of Scotland is taking to tackle climate change and understand how it relates to their lives. - Participate ○ Enabling Participation in Policy Design ▪ People actively participate in shaping just, fair and inclusive policies that promote mitigation of and adaptation to climate change. - Act ○ Encouraging Action ▪ Taking action on climate change is normalised and encouraged in households, communities and places across Scotland.	The Strategy emphasises public involvement in achieving climate goals and promoting sustainable behaviours. The ATS2, with its local focus on community engagement and reducing emissions through promoting sustainable (active) travel, helps shape the Strategy's regional implementation.
Infrastructure Investment Plan 2021-2022 to 2025-2026: Carbon Assessment	The Infrastructure Investment Plan will focus on three core strategic themes for guiding investment decisions in Scotland: - Enabling the transition to net zero emissions and environmental sustainability, including investment in active travel. - Driving inclusive economic growth. - Building resilient and sustainable places.	The three core strategic themes of the Infrastructure Investment Plan are likely to be integral themes of the ATS2 and therefore the Strategy will explore local level action in response to the national plans for investing in infrastructure.

UK Committee on Climate Change, Interim UK Carbon Budgets	The UK has committed to an 100% reduction in its greenhouse gas emissions by 2050. In order to help meet this target, the UK Committee on Climate Change (CCC) has devised a series of interim UK “carbon budgets”. The interim UK Carbon Budgets set emission reduction targets for specific periods, guiding the country’s transition to a low-carbon economy. These budgets ensure that the UK stays on track to meet its net-zero emissions target by 2050.	The ATS2 takes cognisance of these targets ensuring alignment with the national climate goals, through supporting modal shift to reduce emissions.
Active Travel Framework (2020)	The Scottish Active Travel Framework sets out a vision for active travel, that by 2030 Scotland’s communities are shaped around people, with walking or cycling the most popular choice for everyday journeys. The Framework brings together Scottish active travel policy, using National Performance Framework outcomes, to set out strategic objectives for active travel, a vision for active travel, outcomes and indicators. The active travel outcomes are the most pertinent to the development of a local ATS and are as follows: - Increase the number of people choosing walking, cycling and wheeling in Scotland. - High-quality walking, cycling and wheeling infrastructure is available to all. - Walking, cycling and wheeling is safer for all. - Walking, cycling and wheeling is available to all. - Delivery of walking, cycling and wheeling is promoted and supported by a range of partners.	This Framework influences the ATS2 vision, priorities and targets for active travel. All policies and actions of the ATS2 will help to improve local performance against this national active travel vision and related outcomes and indicators.
National Transport Strategy Two (2020)	Scotland’s NTS2 provides a vision for a transport network in Scotland that is sustainable, inclusive, safe and accessible, delivering a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. The vision is underpinned by four priorities each with three associated outcomes:	East Dunbartonshire can help efforts to achieve the vision, priorities and outcomes of NTS2 by: - Developing a comprehensive, safe, convenient, accessible and attractive active travel network which supports everyday trips

	Reduces inequalities: - Will provide fair access to services we need - Will be easy to use for all - Will be affordable for all Takes climate action: - Will help deliver our net-zero target - Will adapt to the effects of climate change - Will promote greener, cleaner choices Helps deliver inclusive economic growth - Will get people and goods where they need to get to - Will be reliable, efficient and high quality - Will use beneficial innovation Improves our health and well-being - Will be safe and secure for all - Will enable us to make healthy travel choices - Will help make our communities great places to live NTS2 embeds in Scottish policy the Sustainable Travel Hierarchy which sets out a hierarchy of transport modes for consideration at all decision-making levels. This hierarchy clearly sets out that walking and wheeling, followed by cycling and then public transport is the desirable order of priority for consideration in transport policy decision-making.	- Encouraging modal shift towards active travel as a safe, accessible and convenient alternative to the private car - Embedding the Sustainable Travel Hierarchy in all transport policy decisions
Scotland's Road Safety Framework to 2030	This Framework establishes that it is unacceptable and unethical to have death and serious injury on roads in Scotland. It outlines how to make Vision Zero (a vision for zero deaths and serious injuries on Scottish roads) a reality. This document advocates a vision for Scotland to have the best road safety performance in the world by 2030, to achieve this vision, the framework sets out five strategic outcomes which describe the road safety environment it aims to deliver: - Safe road use - Safe roads and roadsides	The ATS2 aims to promote modal shift away from vehicular transport of individuals and goods towards active travel. The reduction of vehicle speeds to 20mph across the area and the alleviation of congestion and traffic due to modal shift will significantly contribute to a reduction in road danger.

	- Safe speeds - Safe vehicles - Post-crash response	
Let's Get Scotland Walking National Walking Strategy (revised 2019)	The Scottish Government's National Walking Strategy was originally published in 2014 but revised in 2019 and is a long-term plan to get more people in Scotland walking more often, improving the nation's health and wellbeing. It places walking at the heart of everyday life, from walking to work and school and having easy access to greenspaces, to creating towns and cities that are walkable and attractive. The vision of the strategy is for 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 ATS2 is clear that walking (including wheeling), as the most accessible and widely used form of active travel, is central to ambitions to make active travel the logical choice for everyday trips. Policies and actions associated with the first project theme, the Walking and Wheeling Network, aim to make walking and wheeling accessible, convenient and safe across all East Dunbartonshire towns, villages and settlements.
Future of Mobility: Urban Strategy Moving Britain Ahead (2019)	This policy paper outlines the Government's approach to maximising the benefits from transport innovation in cities and towns. It sets out the principles that will guide Government's response to emerging transport technologies and business models. It covers what is changing in the transportation sector, opportunities to improve mobility, the risks of managing the change effectively and the next steps for implementation, and recognises the important role of active travel.	The Strategy promotes low-emission transport solutions that reduce carbon footprints locally, aligning with the ATS2. The ATS2's emphasis on active travel supports the policy's broader goals.
Active Scotland Delivery Plan (2018)	This Plan follows the vision of a Scotland where more people are more active, more often. The Delivery Plan is informed by cross-cutting guiding principles, which align with the agenda set out in the WHO Global Action Plan on Physical Activity and with the United Nations Sustainable Development Goals. They are consistent with the Scottish Government's Programme for Scotland 2017-18, to make Scotland an inclusive, fair, prosperous, innovative country, which is ready and willing to embrace the future. These principles bring together international thinking on what is	The Plan is relevant to the ATS2 in its ambitions to deliver improvements in physical health and wellbeing outcomes through various, crosscutting means including active travel. All ATS2 policies and actions will lead to improvements for active travel opportunities and outcomes, giving East Dunbartonshire residents and visitors the best possible conditions to enjoy the benefits of active travel in terms of physical health and wellbeing.

	required to realise the major contributions physical activity and sport can make to transforming people's lives. The principles are as follows: - Human rights-based approach - Equity across the life course - Evidence-based practice - Reducing inequality - Empowerment - Joined-up policy - Multi-sectoral partnerships From these principles come Active Scotland Outcomes which are as follows: - We encourage and enable the inactive to be more active - We encourage and enable the active to stay active throughout life - We develop physical confidence and competence from the earliest age - We improve our active infrastructure, people and places - We support wellbeing and resilience in communities through physical activity and sport - We improve opportunities to participate, progress and achieve in sport	
Accessible Travel Framework (2016)	The Scottish Government's 10-year blueprint for accessible travel tackles priority issues to improve the accessibility of Scotland's transport system for disabled people. Three key challenges were identified by the Framework: - Changing cultures - Governance - Continuous engagement and participation Some key actions from the plan include:	The ATS2 aims that any active travel policy or action is guided by principles of accessibility for all. Projects resulting from ATS2 policies and actions will be delivered in accordance with the highest feasible standards of accessibility.

	- Scoping requirements for training with disabled people and transport providers including covering hidden disabilities and basic BSL phrases. - Exploring ways of making disabled people more aware about how they can influence decision-making in transport. - Specifying and agreeing common standards of service for disabled people.	
Planning (Scotland) Act 2006	The Planning (Scotland) Act 2006 reforms the planning system in Scotland to promote sustainable development and improve community involvement in decision-making. It aims to ensure that land use and development decisions align with environmental and social goals for long-term prosperity.	The ATS2 should ensure alignment with the Act's ambitions on sustainable land use practices and environmental protection goals allowing for climate-conscious decisions that promote long-term resilience. This includes, for example, ensuring principles, policies and standards are incorporated in new development, routine maintenance and the construction of new active travel infrastructure.
The Nature Conservation (Scotland) Act 2004	The Nature Conservation (Scotland) Act 2004 establishes protections for Scotland's natural heritage, focusing on the conservation of habitats, species and ecosystems. It ensures that developments do not harm biodiversity and supports the restoration of vulnerable natural environments.	Delivery of infrastructure identified through the ATS2 should ensure alignment with the Act's ambitions on the protection and restoration of local biodiversity and natural habitats, minimising environmental impacts, ensuring natural heritage is preserved, and supporting sustainable land use and ecosystem-based solutions for climate adaptation.
Scotland's Population Health Framework 2025-2035	The Population Health Framework sets out Scottish Government's and COSLA's long-term collective approach to improving Scotland's health and reducing health inequalities for the next decade. The aim is two-fold – to improve Scottish life expectancy whilst reducing the life expectancy gap between the most deprived 20% of local areas and the national average by 2035.	All ATS2 policies and actions will lead to improvements for active travel opportunities and outcomes, giving East Dunbartonshire residents and visitors the best possible conditions to enjoy the benefits of active travel in terms of physical health and wellbeing

Physical Activity for Health – Scotland’s National Framework	The framework intends to improve levels of physical activity at both national and local level and is firmly founded on evidence-based international guidance from the World Health Organization and other global partners as to the approach which is needed to deliver sustainable change. It recognises that plans and strategies across transport, education, planning and the environment have as great an impact as do those in health or sport in helping to improve the health and wellbeing of people in Scotland through increasing levels of physical activity.	All ATS2 policies and actions will lead to improvements for active travel opportunities and outcomes, giving East Dunbartonshire residents and visitors the best possible conditions to enjoy the benefits of active travel in terms of physical health and wellbeing
Regional		
Regional Active Travel Strategy 2024-2038	The Strategy aims to create a well-connected, resilient and attractive region by promoting active travel modes such as walking, wheeling and cycling. The Strategy focuses on enhancing accessibility, affordability and safety, ensuring that active travel becomes the preferred choice for short, everyday journeys. It aligns with the broader Regional Transport Strategy's vision of a sustainable, low-carbon transport system shaped by the needs of all.	The Strategy promotes sustainable transport options. The ATS2 will contribute to the Strategy by addressing local needs and ensuring that active travel initiatives are tailored to the local context.
Strathclyde Partnership for Transport Regional Transport Strategy 2023-2038	SPT’s RTS is a transport strategy for the West of Scotland, setting out the long-term direction for transport in the region and is the second RTS, following the first one which was published in 2008. The RTS acknowledges that given the changes in travel brought about by the pandemic, commuting, whilst still a significant trip generator, is only one element of an increasingly complex range of travel demands. The RTS supports the principles of the NTS2 Sustainable Travel Hierarchy. The RTS identifies five key issues for transport in the SPT area: - Active living - Access for all - Public transport quality and integration	The ATS2 aims to tackle the five key issues for transport as identified by SPT in the RTS. The ATS2 will help deliver a regional active travel network and encourage better regional connectivity and cross-boundary trips, using active travel modes.

	- Transport emissions - Regional connectivity The RTS vision is that the west of Scotland will be an attractive, resilient and well-connected place with active, liveable communities and accessible, vibrant centres facilitated by high quality, sustainable and low carbon transport shaped by the needs of all. The RTS includes an objective to enable everyone to walk, cycle or wheel and for these to be the most popular choices for short, everyday journeys. Policy themes include: enabling walking, wheeling and cycling; accessing and using transport; reducing the need to travel and managing demand for car travel; improving road safety; protecting and enhancing the built and natural environment; connecting places.	
Regional Economic Strategy (2021)	Glasgow City Region economic strategy sets out a regional approach to achieving economic ambitions, economic resilience and how this approach will evolve and adapt to the changing environment. The three grand challenges identified are: - Creating an inclusive economy - Enhancing productivity - Addressing the climate emergency In facing these challenges, seven transformational opportunities are identified which aim to reshape the economy for all: - Foundational economy - High-growth sectors - Accelerating climate action - Health - Skills - Technology - Place	The ATS2 takes an inclusive approach to enhancing productivity and addressing the climate emergency by increasing active travel infrastructure and broadening the ability of all to reach everyday trip generators and work opportunities. Active travel programmes, projects and infrastructure also build resilience within communities by increasing health and wellbeing and making more pleasant, healthier communities.
NHS GGC Turning the Tide through Prevention	This Strategy aims to improve the population's health and tackle health inequalities. The strategy focuses on the changeable determinants of ill health and provides clarity and	The ATS2 will align with the Strategy through promoting health and wellbeing outcomes through active travel.

	coordination to prevent health inequalities. It emphasises the importance of community planning partnership and collaboration with local authorities and government to achieve health improvements.	
Climate Ready Clyde: Glasgow City Region Climate Adaptation Strategy and Action Plan (2021)	This document sets out a strategy for the Glasgow City Region to adapt to climate change with the vision being for a city region that flourishes in the future climate. The Strategy: - Outlines the processes and early interventions needed to manage climate risks and realise opportunities in line with the Theory of Change. - Provides a strategic framework for adaptation in and by the Glasgow City Region that fits alongside and supports key plans, policies and activities to enable delivery. - Sets out how we will deepen and expand collaboration and collective impact by engaging, equipping and enabling citizens, businesses and organisations to play a role in realising the vision. - Sets out how progress in increasing climate resilience will be monitored, evaluated and learnt from to improve policies, strategies, programmes and projects. - Makes the case for building economic social and environmental resilience to climate change. The Adaptation Action Plan sets out 16 actions so that delivery partners can help achieve the vision of the broader Strategy.	The ATS2 aims to embed climate adaptation and resilience measures in all new active travel projects, as well as to contribute to a more resilient overall transport network in East Dunbartonshire and across neighbouring local authorities.
Glasgow and Clyde Valley Green Network Blueprint	The Green Network Partnership is designed to provide well connected, high quality, multi-functional greenspaces throughout the region. Six key components, including Active Travel Routes. The Blueprint is a framework for the creation of a strategic Green Network for the benefit of people and wildlife in Glasgow	The ATS2 states that new projects and infrastructure will enhance or, at least, not negatively impact biodiversity and habitats. Where ATS2 projects and infrastructure come into contact with green network assets, the green network will be protected and managed.

	City Region. It incorporates the fundamental functions of a Green Network: - A Strategic Access Network – facilitating the off-road movement of people around and between communities through Green Active Travel routes and greenspace. - A Strategic Habitat Network – facilitating the movement of wildlife through the landscape. The Blueprint identifies for both Networks: - Existing Green Network assets that should be protected and managed. - Where there are gaps in the networks. - Opportunities to address those gaps.	
Clydeplan: Strategic Development Plan (2017) Clydeplan: Regional Spatial Strategy (emerging)	Clydeplan is the Strategic Development Plan for the Glasgow City Region. It is based around four planning outcomes of: - Successful and sustainable places – supporting sustainable economic growth and regeneration and the creation of well-designed places. - Low carbon places – reducing carbon emissions and adapting to climate change. - Natural and resilient places – helping to protect and enhance the natural and cultural assets and facilitating their sustainable use. - Connected places – supporting better transport and digital connectivity. It notes the importance of promoting sustainable transport recognises that the ability to move people and goods effectively and efficiently is vital to growing and sustaining the city region's economy, improving access to employment, education, healthcare and leisure facilities, improving social inclusion and air quality, and reducing harmful emissions. Increasing active travel through the creation and improvement of walking and cycling networks and the	All ATS2 policies and actions will lead to improvements for active travel opportunities and outcomes, aligning with the Plan's planning outcomes and goals.

	promotion of behaviour change has an important role to play in achieving these goals as well as improving health and reducing inequalities.	
Other authorities' best practice	This includes Scottish public sector-wide best practice, likely to be shared via Council liaison groups.	The content of other authorities' successful strategic actions has the potential to influence the outcomes of the ATS2 and should be taken into account where appropriate, particularly in terms of cross-boundary effects.
Local		
Draft Greenspace Strategy	The GSS will be a 5-year Strategy and shall replace and integrate three now outdated Council Strategies: the Open Space Strategy (OSS) (2015-2020); Green Network Strategy (GNS) (2016-2021); and the Play Sufficiency Assessment (PSA). It will include a review of the Council's GNS, and will incorporate the strategic green network actions identified in the Blueprint for the Green Network Assessment of Delivery Opportunities (the 'Delivery Blueprint'); build on proposals from the Play Area Audit and Action Plan (PAAAP); and integrate the proposals contained in A Blueprint for the Green Network Assessment of delivery opportunities: East Dunbartonshire (Delivery Blueprint).	The delivery of the ATS2 will be influenced by the GSS. The GSS will create a programme of work locally to enable collaborative working and improve the delivery of mutual climate outcomes and objectives. Through increased management and protection of green corridors and route connections, as well as improved play space, this should enable and encourage more people to participate and use their local outdoor environment and increase current levels of active travel.
Climate Action Plan	Mission: East Dunbartonshire is carbon neutral and climate resilient with a better quality natural and built environment conducive to healthier, more active lifestyles and flourishing biodiversity. Decisive action has achieved a just and inclusive transition that has created high value jobs, investment, and equipped people with the knowledge and skills to thrive in a low-carbon, wellbeing economy. Guided by the Climate Change Committee's climate modelling, the Climate Action Plan includes a target to reduce area-wide car kilometres by 22% against 2019 levels by 2045. This includes	The ATS2 will contribute to reducing car kilometres and net-zero targets as set out in the Climate Action Plan, through the promotion of modal shift towards more sustainable forms of transport (walking, wheeling and cycling).

	the following Council area-wide targets for modal shift and reduced car usage by 2045: - 9% of car journeys are shifted to walking, wheeling and cycling, translating to a 3% reduction in car mileage. - 17% of journeys or around 6% of car mileage shifted to public transport. - an increase in vehicle occupancy to 1.7 from a baseline value of 1.5 would also lead to a reduction of 6% in car mileage.	
Air Quality Annual Progress Report 2025	Sets out data and monitoring of air quality levels in East Dunbartonshire, in accordance with statutory obligations.	The Action Plan recognises the important role of the ATS2 to accelerate the modal shift towards zero-carbon travel.
Air Quality Action Plan 2025-2030	Produced as part of the Council's statutory duties required by the Local Air Quality Management framework, the Action Plan outlines the action that will be taken to improve air quality in East Dunbartonshire between 2025-2030. Key priorities include: - Priority 1 – Promote air quality with planning and transport strategies. - Priority 2 – Sustainable transport.	The Action Plan recognises the important role of the ATS2 to accelerate the modal shift towards zero-carbon travel, which will help improve sustainable transport mode share.
Interim Carbon Management Plan (2021) Carbon Management Plan Annual Monitoring Report 2024/2025	The Council's Carbon Management Plan seeks to achieve the reduction of corporate emissions from a range of organisational activities, in line with the targets set out within the Climate Action Plan. A commitment to annual reporting was introduced in the 2015 Carbon Management Plan (CMP); with 2024/2025 being the ninth such report.	The ATS2 will contribute to carbon reductions and net-zero targets as set out in the Carbon Management Plan, through the promotion of modal shift towards more sustainable forms of transport.
Local Development Plan 2 (2022)	The LDP2 for East Dunbartonshire, adopted in 2022, establishes a strategic framework for land use and development in the area, emphasising sustainable growth and environmental	The ATS2 aligns with community policies and overall objectives of LDP2. The language and tone of the objectives for sustainable development are adopted

Local Development Plan 3 (emerging)	stewardship. By aligning with national climate targets, LDP2 contributes to Scotland's broader environmental objectives. The LDP2 sets out the following objectives that contribute to sustainable development and achieving national outcomes: - Promote sustainable development, as part of a low carbon economy, which is energy efficient, improves air quality and contributes to net zero emissions by 2045 and climate change mitigation and adaptation. - Support the redevelopment or reuse of brownfield land within sustainable locations in the urban area or brownfield land with acceptable green belt uses. - Improve the quality of design in our places and improve health and wellbeing, with opportunities for social interaction and recreation and enhancing green infrastructure. - Protect and enhance the natural and historic environment of our towns, villages and countryside. - Create places that are safe, easy to move around and are well connected by walking, cycling and public transport. - Deliver good quality homes in the most sustainable locations that meet local needs, including a range of tenures and house types. - Support the growth and diversification of businesses and attract employers to the local area. - Create successful town and village centres that have high social value and are lively and accessible.	into Transport Planning Objectives and Priorities for active travel.
Statutory Biodiversity Duty Report East Dunbartonshire Council 2021 - 2023	The Statutory Biodiversity Duty Report 2021–2023 outlines East Dunbartonshire Council's commitment to conserving biodiversity, enhancing green spaces, promoting public engagement, and complying with legal obligations. These efforts aim to integrate biodiversity conservation into Council operations, improve parks and natural habitats, encourage	The report shows EDC's commitment to integrating biodiversity conservation into policies and strategies and identifying areas for enhancing green infrastructure, thereby contributing to carbon sequestration and climate resilience.

	community involvement, and meet requirements set by the Nature Conservation (Scotland) Act 2004 and the Wildlife and Natural Environment (Scotland) Act 2011.	
Local Transport Strategy 2020-2025	The LTS sets out the objectives, policy and transport actions and interventions for East Dunbartonshire Council. Evidence-based Transport Planning Objectives (TPOs) provide a clear set of aspirations for the LTS to work to achieve. The LTS sets out six TPOs which guide local transport policy: - Increase modal shift towards more sustainable modes of travel for both travel to work/study and leisure trips. - Reduce inequality by providing high quality access for all. - Reduce emissions through reduced vehicle mileage in East Dunbartonshire. - Facilitate sustainable economic growth by improving connections across our boundaries and between our communities. - Improve health by increasing walking and cycling rates - Improve safety on all modes of transport. The LTS includes an action (Action 7) to produce a new Active Travel Strategy which <i>“will be developed to align with the TPOs of this strategy and ensure more journeys are made by walking and cycling, which will contribute to modal shift, reduced inequality, reduced emissions, economic development and improved safety for travelling on foot and by cycle.”</i>	The ATS2 active travel priorities are shaped by the TPOs set out within the LTS. The development of the ATS2 is guided by Action 7 of the LTS and the processes outlined in that action have been followed, such as: - Early engagement and extensive option generation with local communities and stakeholders - Route audits As the LTS states, the new ATS will work towards reducing transport’s contribution to climate change and encourage people to travel in a healthier way. The new ATS will deliver an ambitious approach, committing to delivering safe and accessible walking, wheeling and cycling connections to town centres, areas of employment and public transport links, as well as projects to facilitate behaviour change. Various steps in the process to develop a new ATS will be used to identify appropriate and ambitious locations for delivering segregated walking, wheeling and cycling routes to ensure people of all ages and abilities can travel in a sustainable and healthy way.
Active Travel Strategy 2015-2020	The Council’s first Active Travel Strategy sets a framework and evidence base for active travel projects in East Dunbartonshire. It aims to increase participation in active travel and deliver on the transport objectives and interventions within the LTS. The Strategy set out to deliver the ambition that <i>“walking and cycling for everyday journeys is a convenient, safe and attractive choice for residents, commuters and visitors.”</i> The Strategy’s aims are as follows:	The ATS 2015-2020 promotes walking, wheeling and cycling to reduce carbon emissions and improve public health. It focuses on developing safe, accessible infrastructure to encourage active travel, contributing to the area's climate action and sustainability goals. ATS2 is a continuation of the basic tenets of the initial Strategy, with a refreshed vision to reflect updates to the policy landscape

	- Facilitate an increase in the proportion of everyday journeys and leisure journeys made by walking and cycling in East Dunbartonshire. - Deliver a more connected network of active travel routes and infrastructure incorporating high environmental and design standards. - Facilitate delivery of behavioural change, through activities such as training and promotion of active travel.	(including a stronger focus on reducing emissions and supporting net-zero targets) and extensive engagement: promoting active travel as the natural choice for short, everyday trips for those that are able.
Green Network Strategy 2017-2022	The purpose of the Green Network Strategy (GNS) is to define the existing strategic green network in East Dunbartonshire using GIS mapping analysis to identify opportunities for the enhancement of the existing green network in both urban and rural locations. The opportunities mapping methodology was used to guide the identification of areas that are eligible for the expansion and/or enhancement of the green network in order to improve habitat connectivity, increase active travel provision and enhance access to open spaces, as well as health and wellbeing benefits and opportunities for adaptation to the effects of climate change.	The Strategy informs the ATS2 by providing a framework that supports increasing active travel provision across East Dunbartonshire, to deliver mutual climate outcomes and objectives.
East Dunbartonshire Public Health Framework	The Framework sets the ambition on how to improve public health within East Dunbartonshire, alongside describing aspirations for a healthier future. The framework considers how the determinants of health will be addressed, that are so very often influenced by life circumstance, economic, environmental and political factors. The framework represents the commitment of East Dunbartonshire Health and Social Care Partnership and its partners including Community Planning, to prioritise public health by bringing prevention and reducing inequality to the forefront of our collective agenda.	The ATS2 will align with the Framework through promoting health and wellbeing outcomes through active travel.
Local Outcomes Improvement Plan 2017-2027	This Plan outlines the shared priorities of the Council and local communities for public services and improved co-operation in their delivery. The local outcomes identified in the Plan are:	The ATS2 options appraisal process incorporated criteria that scored policy and project options based on criteria including economic growth, public physical

	- Local Outcome 1: Economic growth and recovery 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. - Local Outcome 2: Employment and skills Our people are equipped with knowledge and skills for learning, life and work. - Local Outcome 3: Children and young people Our children and young people are safe, healthy and ready to learn. - Local Outcome 4: Safer and stronger communities East Dunbartonshire is a safe place in which to live, work and visit. - Local Outcome 5: Adult health and wellbeing 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. - Local Outcome 6: Older adults, vulnerable people and carers Our older population and more vulnerable citizens are supported to maintain their independence and enjoy a high quality of life, and they, their families and carers benefit from effective care and support services.	health and wellbeing, safety and potential to improve connections to locality place areas. Options were appraised based on ability to meet these criteria and selected for inclusion in ATS2 policies and actions accordingly.
East Dunbartonshire Council Local Biodiversity Action Plan 2016 – 2020	The Local Biodiversity Action Plan represents East Dunbartonshire Council's local commitment to the biodiversity duty on public bodies from the Nature Conservation (Scotland) Act 2004. It aims to ensure that 'East Dunbartonshire has a fully functioning, connected network of robust habitats. Consequently, the area will be richer in biodiversity and more resilient to change with healthy ecosystems delivering benefits to people and nature. Everyone will have access to the natural environment and understand its importance'.	The delivery of the ATS2 will align with the Biodiversity Action Plan through enabling more people to access the natural environment using active travel modes. The design, implementation and delivery stage of actions proposed within the ATS2 will consider measures to safeguard and protect local wildlife, species and habitats.

Open Space Strategy (OSS) 2015 – 2020	The East Dunbartonshire Open Space Strategy (2015 – 2020) replaced the East Dunbartonshire Greenspace Audit and Strategy 2004. It sets the framework for current and future open space provision in the Council area, meeting the requirement of Scottish Planning Policy for local authorities to prepare an Open Space Audit and Strategy. It also contributes to the development of the Central Scotland Green Network, promoted in the National Planning Framework 3. The Strategy will be reviewed and updated every 5 years.	The Open Space Strategy (2015 – 2020) provides the Council's Open Space Planning team with a viable and enforceable tool to define open space requirements and establish requirements for new open space from development proposals together with the scale and nature of any planning obligations. The ATS2 will complement the OSS through recommendations for the creation of new and upgraded active travel routes, including the provision of connections to open spaces for recreation.
Flood Risk Management Strategy – Clyde and Loch Lomond	This Strategy summarises flood risk in the area, objectives and actions to manage flood risk in the potentially vulnerable areas. The associated Management Plan provides information on flood risk management, who and what is involved, actions and potentially vulnerable areas. It helps provide an efficient, sustainable and co-ordinated approach to flood-risk management. These actions aim to reduce the risks and impacts of flooding, prepare and protect people and communities, and make a real difference to how we recover from any future flood events.	The design, implementation and delivery stage of actions proposed within the ATS2 will ensure mitigation of damage to water courses and the provision of nature-based flood prevention schemes to alleviate future flood events, where required.
Locality Plans - Lennoxtown Locality Plan - Hillhead and Harestanes Locality Plan - Auchinairn Locality Plans - Twechar Locality Plan	The East Dunbartonshire Locality Plans, including those for Lennoxtown, Hillhead and Harestanes, Auchinairn and Twechar, focus on addressing the specific needs of each community through targeted local initiatives. These Plans aim to enhance local services, improve quality of life, and contribute to the wider goals of sustainability, inclusion and resilience in the area.	The delivery of ATS2 offers opportunities for active travel transport to address inequality, through improving access to key services, including employment, training and education, which directly helps tackle issues such as transport poverty.
Child Poverty Plan	The Child Poverty (Scotland) Act 2017 sets out a duty for Councils and NHS Boards to publish an annual report and action plan to contribute to reductions in child poverty in the area. The Act sets four statutory targets for reductions in child poverty across Scotland by 2030:	The ATS2 will contribute to reducing child poverty, and in parallel transport poverty, primarily through the reduction of transport costs to reach key services.

	- Less than 10% should be living in relative poverty (how many families are on low incomes compared with middle income households). - Less than 5% should be living in absolute poverty (how many low-income families are not seeing their living standards improving over time). - Less than 5% should be living with combined low income and material deprivation (how many lower income families cannot afford basic necessities). - Less than 5% should be living in persistent poverty (how many families live on low incomes three years out of four). There are numerous factors that lead to children being in poverty. Child poverty can also lead to longer-term impacts on children's wellbeing, educational achievement and health outcomes. Intervening effectively at an early stage to identify support and thus mitigate child poverty can improve outcomes for children. Three themes have been identified nationally as areas where the most difference can be made to child poverty: - Increasing income from employment. - Maximising income from benefits. - Reducing household costs.	
City Deal Westerhill Masterplan	The City Deal Westerhill Masterplan forms part of the Place and Growth Programme and is designed to deliver the final phase of the Westerhill Development Route. This will complete the route through East Dunbartonshire and help improve connectivity and unlock strategic development sites to enable future investment. Some of the objectives of this development include: - Remove non-essential traffic from travelling through Bishopbriggs town centre.	The Masterplan will present an integrated approach to the delivery of a programme of traffic and transport infrastructure within East Dunbartonshire and the north of Glasgow to enable follow-on investment in strategic sites within East Dunbartonshire, to support inclusive growth and access to employment.

	- Alleviate issues in relation to the Air Quality Management on A803. - Promote improved road infrastructure coupled with sustainable travel options in and out of East Dunbartonshire, particularly for commuting.	
New Economic Development Strategy (emerging)	The Strategy will focus on fostering a sustainable, green economy by promoting low-carbon industries and climate-resilient business practices. It aims to create green jobs, support clean energy innovations, and align economic growth with the area's climate goals.	The ATS2 will align with the Strategy through facilitating sustainable economic growth by improving connections across boundaries and between communities.
HSCP Strategic Plan	This plan outlines how HSCP aims to improve the health and wellbeing of adults and children in East Dunbartonshire through the design and delivery of improved integrated health and social care arrangements and services. The plan sets out the strategic direction for the next five years and highlights key priorities. The vision of 'caring together to make a positive difference', remains, and updated strategic priorities continue to reflect and support delivery of the National Health and Wellbeing Outcomes.	The ATS2 will align with the Strategy through promoting health and wellbeing outcomes through active travel.

APPENDIX B: SEA SCOPING REPORT CONSULTATION RESPONSES

The table below sets out the consultation responses received for the Active Travel Strategy 2 Scoping Report.

Historic Environment Scotland

No.	Comment	How has this been addressed in the assessment?
1.	Scope and level of detail It is our understanding that the new Active Travel Strategy aims to develop the themes and outcomes for active travel that have been promoted at national and regional levels. The strategy itself will include projects such as the locations for segregated walking and cycling routes as well as other connection improvements both within the council area and with surrounding areas, notably Glasgow. We note that the historic environment has been scoped into the assessment. On the basis of the information provided, we are content with this approach and are satisfied with the scope and level of detail proposed for the assessment, subject to the detailed comments provided in the annex to this response.	Noted
2.	Consultation period for the Environmental Report We understand that you intend to consult on the strategy and its environmental report for a period of 6 to 8 weeks. We are content with this timescale. Please note that, for administrative purposes, we consider that the consultation period commences on receipt of the relevant documents by the SEA Gateway.	Noted
3.	Environmental Baseline Data An appropriate baseline for the historic environment has been identified. A range of spatial information including the location of listed buildings, scheduled monuments, Inventory gardens and designed landscapes and historic battlefields can be downloaded from the Historic Environment Scotland Portal.	Noted
4.	Environmental issues We welcome the consideration given here to environmental issues relevant to the strategy. In particular, we welcome the recognition of the role that the historic environment can play in supporting active travel infrastructure with historic assets such as the canal network playing an important role in the National Cycle Network. As this section	Noted

No.	Comment	How has this been addressed in the assessment?
	notes, the assessment should consider both the positive effects on the historic environment through access and investment as well as interventions that may have implications for historic environment assets.	
5.	Scoping in/out of environmental factors As noted above we agree that the historic environment should be scoped into the assessment and that a mix of positive and negative effects are likely.	Noted
6.	Assessment framework We note that a standard matrix approach to the assessment is proposed with environmental objectives supported by assessment questions in order to test different elements of the emerging strategy. The objectives, assessment questions and indicators are suitable for the assessment and should serve to focus the assessment.	Noted
7.	Mitigation and Monitoring We welcome the approach to mitigation and would note that enhancement opportunities will also have a role to play here. In terms of monitoring this should be largely driven by the identification of significant effects and we therefore look forward to further detail on any monitoring proposals within the environmental report.	Noted

NatureScot

No.	Comment	How has this been addressed in the assessment?
1.	Scope of assessment and level of detail Subject to the specific comments set out below and in the annex to this letter, SNH is content with the scope and level of detail proposed for the environmental report.	Noted
2.	Consultation NatureScot notes that a period of 6-8 weeks is proposed for consultation on the Environmental Report. The standard consultation period for Environmental Report's is 8 weeks and NatureScot recommend this timescale is used.	Noted

No.	Comment	How has this been addressed in the assessment?
3.	Specific points in relation to the scope and level of detail proposed for the environmental assessment NatureScot recommends the following points are added in or amended for the environmental assessment: Table 5: Population and Health: - One of the draft indicators should look at levels of physical activity and health. Biodiversity and Fauna: - An indicator should be included which looks at the number of new active travel networks that have been created that incorporate the creation or enhancement of new habitats. - The third question should be amended to 'Protect habitat and species, in particular those that have protected species'. Unclear why you would want to protect Invasive Non-Native Species (INNS) – that section should be omitted. Landscape: - As above with biodiversity and fauna an indicator should be included with looks at the number of new active travel networks that have been created that incorporate the creation or enhancement of new habitats. Climatic Factors: - Add a question which states 'Does the Plan reduce the need to travel by car?'	<u>Population and Health:</u> Amended indicator to include reference to physical health and wellbeing among communities <u>Biodiversity and Fauna:</u> Added reference to new ecosystems as well as improved Amended to include only protected habitats and species <u>Landscape:</u> Amended third question <u>Climatic Factors:</u> Reduce the need to travel by car added to 'Population, human health' rather than 'Climatic Factors'

SEPA

No.	Comment	How has this been addressed in the assessment?
1.	Relationship with other Plans, Policies and Strategies	Noted

No.	Comment	How has this been addressed in the assessment?
	Some of the PPS included have themselves been subject to SEA. Where this is the case, you may find it useful to prepare a summary of the key SEA findings that may be relevant to the Second Active Travel Strategy. This may assist you with data sources and environmental baseline information and also ensure the current SEA picks up environmental issues or mitigation actions which may have been identified elsewhere. Appendix A clearly sets out how the Second Active Travel Plan will align with key legislative drivers	
2.	Baseline information SEPA holds significant amounts of environmental data which may be of interest to you in preparing the environmental baseline, identifying environmental problems, and summarising the likely changes to the environment in the absence of the PPS, all of which are required for the assessment. Many of these data are now readily available on SEPA's website.	Noted
3.	Environmental problems The environmental problems that have been identified would have benefitted from being set out in a standalone table as opposed to embedded within a table covering broader environmental issues (Table 2). We nevertheless consider that the environmental problems described generally highlight the main issues of relevance for the SEA topics within our remit.	Noted
4.	Alternatives We are satisfied with the alternatives outlined in Section 3.3. These should be assessed as part of the SEA process and the findings of the assessment should inform the choice of the preferred option. This should be documented in the Environmental Report. We also note that the environmental assessment will also, where appropriate, propose further alternatives to the proposed objectives and action plan that will form part of the ATS. This will guide any required mitigation measures in order to reduce any potential negative/adverse impacts or to suggest enhancements to those receptors that provide potential positive impacts to East Dunbartonshire. Any additional reasonable alternatives identified during the preparation of the plan should be assessed as part of the SEA process and the findings of the assessment should inform the choice of the preferred option.	Noted
5.	Scoping in/out of environmental topics	Noted

	- Secure - we live safe lives, free from violence and injustice. - Prosperous - we have a successful wellbeing economy which supports a good standard of living for everyone, with fair work and the opportunity to thrive. - Skilled - we have the knowledge and skills we need throughout our lives to realise our full potential. - Sustainable - we live in a healthy environment, enjoy the natural environment and protect it for future generations.	
Programme for Government 2025-26: Building The Best Future For Scotland	This Programme underscores Scotland's commitment to eradicating child poverty, growing the economy, tackling the climate emergency, and delivering high quality and sustainable public services. It prioritises decarbonisation of transport, recognising that acting on transport emissions is vital to net-zero progress. The Programme supports a safe, available, affordable and accessible transport system for Scotland, including making it easier for people to walk, wheel, and cycle on everyday journeys. This aligns with Scotland's climate goals by embedding sustainability across policies, fostering innovation, and empowering local action for emissions reduction and resilience.	The Programme drives national funding and policies that support local initiatives to reduce emissions. The ATS2 aligns with these priorities, emphasising local actions for modal shift to more sustainable forms of transport (walking, wheeling and cycling), reflecting national goals.
Climate change: Scottish National Adaptation Plan 2024-2029	The Scottish National Adaptation Plan 2024-2029 outlines Scotland's strategy to manage and adapt to the impacts of climate change. It provides sector-specific actions to protect infrastructure, natural resources and communities from increasing climate risks.	The National Adaptation Plan provides guidance on managing climate risks, including flood management and infrastructure resilience ensuring that local adaptation actions are aligned with national priorities for climate change resilience.
Physical Activity for Health – Scotland's National Framework (2024)	The Physical Activity for Health Framework aims to create sustainable changes in physical activity levels at both national and local levels. Vision: More People, More Active, More Often	The ATS2 will help facilitate a shift to active travel, supporting targets for a more active population and associated health benefits.

No.	Comment	How has this been addressed in the assessment?
	As an agency we comment on the following SEA topics: air, soil, water, climatic factors, material assets and human health. Air quality, soil, climatic factors, material assets and human health have been scoped in, as has water quality. By listing water quality as opposed to water, in its totality, water quantity (including flood risk), the physical form of water features (morphology) will be scoped out. We note that natural ecosystems will be captured within in biodiversity, flora and fauna. On the basis that SEPA RBMP data (which includes an assessment of morphological pressures) and our Flood Maps are included within Table 1 – Proposed Environmental Baseline Data and improvements to our flood maps are listed again as a draft indicator it is apparent that both of water quantity and the physical form of water features are given some consideration. Our preference would therefore be to formally scope in water in its totality, informally this looks to be what is proposed.	
6.	Methodology for assessing environmental effects Including a commentary section within the matrices in order to state, where necessary, the reasons for the effects cited and the score given helps to fully explain the rationale behind the assessment results. This allows the Responsible Authority to be transparent and also allows the reader to understand the rationale behind the scores given. Where it is expected that other plans, programmes or strategies are better placed to undertake more detailed assessment of environmental effects this should be clearly set out in the Environmental Report. We would expect all aspects of the PPS which could have significant effects to be assessed. We support the use of SEA objectives as assessment tools as they allow a systematic, rigorous and consistent framework with which to assess environmental effects. When it comes to setting out the results of the assessment in the Environmental Report, please provide enough information to clearly justify the reasons for each of the assessments presented. It would also be helpful to set out assumptions that are made during the assessment and difficulties and limitations encountered. It is helpful if the assessment matrix directly links the assessment result with proposed mitigation measures such as in the examples below: SEA ISSUES - CHECKLIST QUESTION: Is the allocation at risk from fluvial or coastal flooding?	Extended response section included in Table 5 which justifies the classification of different environmental factors within the assessment

No.	Comment	How has this been addressed in the assessment?
	- Yes or No: Yes - Effect: Negative - COMMENT and OPPORTUNITIES TO MITIGATE OR IMPROVE: Part of site found to be at risk now removed from allocation. SEA ISSUES - CHECKLIST QUESTION: Could the allocation have a physical impact on existing watercourses? - Yes or No: Yes - Effect: Negative - COMMENT and OPPORTUNITIES TO MITIGATE OR IMPROVE: Site dissected by watercourse. Developer Requirements includes statement "watercourse to be integrated as positive feature of the development. No culverting." SEA ISSUES - CHECKLIST QUESTION: Can the allocation currently be connected to the public sewerage system? - Yes or No: Yes - Effect: Negative - COMMENT and OPPORTUNITIES TO MITIGATE OR IMPROVE: Developer Requirement includes statement "connect to public sewer"	
7.	Design of the Assessment Matrices Table 4 – Assessment Framework states that an example of the draft assessment matrix is in Appendix 2. This appendix has not been included within the Scoping Report we therefore cannot comment on the proposed assessment matrix. We recommend that within the Environmental Assessment the rationale behind the assessment methodology and results are fully explained and that the linkages between effects and mitigation / enhancement measures are set out.	Noted
8.	Comments on wording of proposed SEA objectives	Noted

No.	Comment	How has this been addressed in the assessment?												
	We are content with the proposed SEA objectives to be used in the assessment. We note reference to flood risk and enhancing the water environment, rather than merely water quality. For the reasons set out in scoping in/out we believe that these objectives relate to water as a topic more broadly.													
9.	Mitigation and enhancement We would encourage you to use the assessment as a way to improve the environmental performance of individual aspects of the final option; hence we support proposals for enhancement of positive effects as well as mitigation of negative effects. It is useful to show the link between potential effects and proposed mitigation/ enhancement measures in the assessment framework. We would encourage you to be very clear in the Environmental Report about mitigation measures which are proposed as a result of the assessment. These should follow the mitigation hierarchy (avoid, reduce, remedy or compensate). One of the most important ways to mitigate significant environmental effects identified through the assessment is to make changes to the plan itself so that significant effects are avoided. The Environmental Report should therefore identify any changes made to the plan as a result of the SEA. Where the mitigation proposed does not relate to modification to the plan itself then it would be extremely helpful to set out the proposed mitigation measures in a way that clearly identifies: (1) the measures required, (2) when they would be required and (3) who will be required to implement them. The inclusion of a summary table in the Environmental Report such as that presented below will help to track progress on mitigation through the monitoring process. <table><tr><th>Issue/impact identified in ER</th><th>Mitigation measure</th><th>Lead authority</th><th>Proposed timescale</th></tr><tr><td>Insert as appropriate</td><td>Insert as appropriate</td><td>Insert as appropriate</td><td>Insert as appropriate</td></tr><tr><td>etc.</td><td>etc.</td><td>etc.</td><td>etc.</td></tr></table>	Issue/impact identified in ER	Mitigation measure	Lead authority	Proposed timescale	Insert as appropriate	Insert as appropriate	Insert as appropriate	Insert as appropriate	etc.	etc.	etc.	etc.	Proposed mitigation measures outlined in Table 5 for all Proposed Objectives and Alternatives
Issue/impact identified in ER	Mitigation measure	Lead authority	Proposed timescale											
Insert as appropriate	Insert as appropriate	Insert as appropriate	Insert as appropriate											
etc.	etc.	etc.	etc.											
10.	Monitoring	Environmental Report Section 4.2.2 sets out an approach to monitoring the environmental												

No.	Comment	How has this been addressed in the assessment?
	Although not specifically required at this stage, monitoring is a requirement of the Act and early consideration should be given to a monitoring approach particularly in the choice of indicators. It would be helpful if the Environmental Report included a description of the measures envisaged to monitor the significant environmental effects of the plan.	effects of the implementation of the ATS in a Post-Adoption Statement
11.	Consultation period We are satisfied with the proposal for a six-to-eight-week consultation period for the Environmental Report.	Noted
12.	Outcomes of the Scoping exercise It would be helpful if the Environmental Report included a summary of the scoping outcomes and how comments from the Consultation Authorities were taken into account. Likewise, it would be helpful if a summary of how the comments provided by the Consultation Authorities at the Scoping stage have been taken into account in the preparation of the Environmental Report was included. Please be aware that the SEPA Planning Service are no longer respond to non-LDP Environmental Report consultations. We therefore request that we are not consulted at this stage.	Included in Appendix B: Consultation Responses to the Scoping Report

APPENDIX C: SEA OBJECTIVES AND CRITERIA QUESTIONS FOR THE ACTIVE TRAVEL STRATEGY 2

Environmental Factor and SEA Objective	Will the proposed mission/objectives/actions...
Population and Human Health - To improve human health and community wellbeing.	Encourage modal shift from car-based journeys to active travel?
	Promote an environment that is sustainable and safe, particularly for vulnerable users?
	Improve access by active travel to local services and facilities, helping to deliver enhanced social inclusion for all?
	Contribute to reducing social, economic and environmental deprivation in East Dunbartonshire?
	Improve access by active travel to open and green space, providing benefits to mental health and overall wellbeing?
	Improve linkages for rural communities to access amenities?
	Enhance active travel connectivity for people to access essential services, employment and wider countryside throughout East Dunbartonshire?
	Reduce exposure to harmful road transport emissions?
	Help increase physical activity levels of East Dunbartonshire residents?
	Improve access by active travel to public transport, making it easier for longer journeys to be made by a combination of active travel and public transport?
Cultural Heritage - To protect, conserve and enhance the historic environment.	Have a physical (direct) impact on any designated built heritage areas, including listed buildings or scheduled monuments, conservation areas, gardens & designed landscapes or archaeological sites and/or their setting (indirect)?
	Impact or encourage improvements to the site, setting and value of the Antonine Wall World Heritage Site and/or its setting (buffer zone)?
	Have a physical effect on a non-designated area of local built environment interest and/or its setting, including significant archaeological sites and townscape protection areas?
	Identify opportunities to improve the active travel network and encourage sustainable access to cultural heritage assets?
	Promote responsible design and siting of active travel projects?
	Protect archaeological sites of interest within East Dunbartonshire?
Biodiversity, Flora and Fauna - To protect, enhance, create and restore biodiversity and encourage habitat connectivity.	Have a direct or indirect impact on designated and/or non-designated sites?
	Seek to minimise negative impacts of climate change on valued biodiversity including protected habitats and species?
	Maximise the role of biodiversity to support climate change adaptation and management?
	Contribute to new and/or improved ecosystems?
	Encourage native planting, including hedgerows near existing and new active travel infrastructure/projects?
	Improve habitat connectivity and decrease the number of fragmented habitat network as a result of active travel activity?
	Support current efforts within the Council in relation to biodiversity, nature networks and greenspace enhancement?
	Address issues related to improved active travel networks and resulting conflicts with biodiversity and habitats?
Soil and Geology - To protect and where necessary use high-quality and sensitive soils in a sustainable manner and conserve recognised geodiversity assets.	Protect and where possible, restore areas of peatland and carbon rich soils?
	Seek to prevent and improve soil degradation conditions and erosion?
	Improve / Remediate identified areas of contaminated land?
	Seek to utilise and improve Vacant and Derelict Land for the use as improved active travel infrastructure/network?
	Protect and enhance sites of geodiversity importance?
Landscape - To protect and, where appropriate, restore landscape character, local distinctiveness and scenic value.	Contribute to and enhance local distinctiveness in East Dunbartonshire?
	Protect and enhance landscape designations (e.g. the Campsie Fells, Local Landscape Areas, green belt)?
	Seek to improve habitat connectivity of both new and existing habitats?
	Utilise biodiversity enhancement and nature-based solutions for positive benefits benefit landscape setting and visual amenity?
	Ensure that active travel network enhancements have no detrimental impacts regarding settlement patterns or landscape setting?
Water Quality - To protect and enhance the state of the water environment.	Seek to contribute to enhancing the ecological status of water bodies in East Dunbartonshire?
	Have a direct or indirect impact on water quality or drainage through active travel infrastructure improvements or related activity?
	Support measures to reduce the effects of run-off pollution on water quality?
Air Quality - To maintain or improve air quality and reduce emissions of key pollutants.	Promote the role of sustainable travel alternatives for the suppression of key pollutants and particulate matter?
	Promote and improve the active travel network in and around the designated AQMA?
	Support measures to prevent the designation of additional AQMAs throughout East Dunbartonshire?
	Reduce the impact of transport activities on air quality for benefits related to health and wellbeing throughout East Dunbartonshire?
Climatic Factors - To contribute towards the reduction of Scottish greenhouse gas outputs in line with Government targets in order to reduce or prevent the overall effects of climate change including those related to flood risk.	Promote a change in culture and behaviour to ensure that the Council and local communities are aware of the issues associated with climate change?
	Promote surface-water and flood risk management?
	Enable longer journeys to be made by a combination of active travel and public transport?
	Include adaptation measures in light of a changing climate and local environment?
	Seek to protect, create or enhance natural (carbon capture) resources such as trees, grasslands, wetlands, carbon rich soils and peatland?

Material Assets - To promote the sustainable use of community assets and natural resources.	Encourage and improve the safe access and use of the active travel network?
	Consider the sustainable use and protection of natural resources?
	Encourage improvements to the active travel infrastructure?
	Have a positive influence over planning and development as part of other plans, policies or strategies within East Dunbartonshire?
	Support and align with the actions of the Council's Climate Action Plan and Greenspace Strategy?
	Support zero-carbon and zero-waste principles to influence the planning and development of active travel-related projects throughout East Dunbartonshire?

APPENDIX D: ASSESSMENT OF ALL REASONABLE ALTERNATIVES – STRATEGIC DIRECTION, MISSION, THEMES AND PRIORITIES

The tables below provide an outline assessment of the strategic direction, mission, themes and priorities that underpin the Strategy in each of the settlement areas against the SEA objectives for the environmental factors. A key to the scoring is also provided below.

Key for Assessment Scoring

++	Major/Significant Positive
+	Minor Positive
0	Neutral
-	Minor Negative
--	Major/Significant Negative
+/-	Mixed

Strategic directions for the delivery of the Active Travel Strategy 2

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
++	0	+	0	+	0	+	+	+

Strategic Direction 1: Embed relevant policies relating to modal shift and active travel in existing policy frameworks through separate Strategies, including the Greenspace Strategy, Local Transport Strategy, Climate Action Plan and forthcoming Local Development Plan 3.

Assessment Commentary:

This option will provide the opportunity for active travel policies and action to be taken forward through various Plans and Strategies. This approach is anticipated to provide overall positive impacts on the above environmental factors through the provision of a platform for modal shift through development planning, greenspace alignment/connections, transport planning and climate change mitigation and adaptation. This will lead to benefits in relation to health and wellbeing, air quality, enhanced active travel infrastructure resulting in improved connectivity and a reduction in transport related carbon emissions.

Through this approach there are some inherent risks with various Council Service Areas having control and responsibility over certain active travel policy areas and projects. With competing budgets, separate funding streams and different delivery programmes this could result in a less co-ordinated approach, less prominence of active travel policy and reduced implementation clarity. It is also considered to be challenging to monitor and evaluate progress in delivering active travel policies and actions and assessing against local, regional and national aims, when active travel responsibility is divided across various Plans and Strategies and Council Service Areas.

The impacts of this approach could be further enhanced with a more co-ordinated and focussed strategic approach to active travel in terms of planning, policy and delivery.

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
++	0	+	0	+	0	++	++	++

Strategic Direction 2: Create an Active Travel Strategy that combines everything under one overarching Strategy relating to modal shift and active travel.

Assessment Commentary:

This option will provide a long-term, co-ordinated and focussed approach to active travel planning and area-wide delivery. The ATS2 will encourage collaboration between all relevant Council Services which will strengthen and widen the anticipated positive impacts of modal shift. Overall positive and significantly positive impacts are anticipated in relation to health and wellbeing, improved community accessibility and social inclusion, safety, air quality, enhanced active travel infrastructure resulting in improved connectivity and a reduction in transport related carbon emissions.

This approach aligns with Transport Scotland: Local Transport Strategy Guidance and Active Travel Strategy Guidance and will ensure that all active travel related priorities are brought together under one Strategy. This will provide clarity of the intended outcomes and also aid monitoring and evaluation of progress in delivering the policies and actions of the ATS2 and assess how they support local, regional and national active travel ambitions.

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
+	0	+	0	+	0	+	+	+

Strategic Direction 3: Integrate the ATS components into a wider LTS.

Assessment Commentary:

This option will provide a strategic framework for active travel to be combined with wider transport priorities such as public transport and road-based interventions. Through this approach there is potential for an overall positive impact on the noted environmental factors (above). This is primarily through the anticipated modal shift, reduction in transport related carbon emissions, resulting improved air quality, active travel infrastructure connectivity and the anticipated health and wellbeing benefits.

Despite this approach providing a strategic home for active travel, the LTS is typically more strategic and high-level in nature, compared to a separate ATS, which should contain more detailed network plans, accessibility audits, route prioritisation etc. Integrating active travel within the wider LTS could result in inconsistent levels of detail, unclear active travel priorities and may fail to demonstrate sufficient active travel ambition, which could also weaken alignment with funding criteria for projects. There is also potential for conflicting priorities within an LTS as active travel aims are not always in alignment with road-based interventions. This could result in reduced strategic coherence and diluted policy approaches to active travel, which could further reduce any positive impacts.

This approach does not align with the Transport Scotland: Local Transport Strategy Guidance, which refers to the ATS being a separate ‘...low-level plan’.

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
+	0	0	0	0	0	+	+	+

Strategic Direction 4: Active travel projects are completed on an ad hoc basis without the creation of an overarching Strategy.

Assessment Commentary:

This option would focus on maintaining/upgrading required active travel infrastructure on a case-by-case basis rather than accounting for and setting a strategic framework for modal shift and overall behavioural change. There is still potential for some minor benefits through active travel infrastructure improvements, modal shift, air quality and health and wellbeing. However, the significance and effectiveness of this approach on environmental factors is likely to be reduced area-wide, with a lack of strategic promotion of sustainable alternative and overall behavioural change.

This approach is more short-term and ad hoc in terms of its approach, which would allow for flexibility in how projects come forward but a distinct lack of strategic oversight and direction. This approach would fail to account for or allow the Council to be prepared for future increases in resources and funding mechanisms for active travel as they come forward. Without a long-term strategic direction, this approach would not provide the pipeline of measures that collectively incentivise modal shift and provide the area-wide, meaningful change that is required.

Preferred SEA Option: *Strategic Direction 2 - Create an Active Travel Strategy that combines everything under one overarching Strategy relating to modal shift and active travel.*

Aligning with Transport Scotland: Local Transport Strategy Guidance and Active Travel Strategy Guidance, this approach has been chosen as the SEA preferred option as it provides the widest range of significant benefits due to its long-term collaborative approach for planning and delivery, focusing on different types of active travel as well as simultaneously carrying forward and improving behaviour change programmes and infrastructure.

Alternative Missions for the delivery of the Active Travel Strategy 2

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
+	0	+	0	+	0	++	++	++

Mission 1: Walking, wheeling and cycling will be the natural choice for short, everyday trips for those who are able.

Assessment Commentary:

This option provides a Mission that encourages and promotes all forms of active travel for everyday travel. This mission would provide the platform for active travel priorities, policies and actions to reflect modal shift in line with recent policies to deliver net-zero, improve air quality and overall health and wellbeing. However, this option could be strengthened and widened to further emphasise the strong need to drive modal shift and the associated benefits for all. This could be achieved by widening the scope of the mission to include active travel opportunities for all. Through this proposed Mission, the opportunities to enhance active travel infrastructure will be bolstered which will lead to enhanced connectivity and lead to more area-wide benefits for those of live, work and visit East Dunbartonshire.

The ATS2 definition of ‘wheeling’ has been extended to align with Transport Scotland’s definition and includes using any kind of wheeled mobility aid, including wheelchairs, mobility scooters, walking frames, prams or buggies, therefore active travel is accessible to the majority of the population, thereby widening the population who “are able”.

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
++	0	+	0	+	0	++	++	++

Mission 2: Walking, wheeling or cycling will be the first and natural choice for local everyday trips.

Assessment Commentary:

This option provides a clear Mission that encourages and promotes all forms of active travel for everyday travel. This mission would provide the platform for active travel priorities, policies and actions to reflect the stronger need to drive forward modal shift in line with recent policies to deliver net-zero, improve air quality and overall health and wellbeing. Through this proposed Mission, the opportunities to enhance active travel infrastructure will be bolstered which will lead to improved community accessibility and social inclusion and enhance connectivity and lead to more area-wide benefits for those of live, work and visit East Dunbartonshire.

The ATS2 definition of ‘wheeling’ will be extended to align with Transport Scotland’s definition and includes using any kind of wheeled mobility aid (wheelchairs, mobility scooters, walking frames, prams or buggies), therefore active travel is accessible to the majority of the population, thereby widening the population who “are able”. This has the potential to widen to scope and significance of anticipated positive impacts in relation to improved health and wellbeing, community accessibility and social inclusion.

Preferred SEA Option: Mission 2:

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

Both proposed Missions have the potential to provide significant benefits to those who live, work and visit East Dunbartonshire through modal shift and active travel improvements. However, Mission 2 is the SEA preferred option as it provides a wider sphere of influence and as a result significantly benefits the Population and Human Health environmental factor.

Alternative Priorities for the Active Travel Strategy 2

Increasing Modal Shift

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
+	0	+	0	+	0	+	+	+

Increasing Modal Shift Priority 1:
 1. Provide safe and easy access to green/open space to help encourage active travel for leisure and exercise.

Assessment Commentary:

This proposed priority outlines an intention to facilitate safe and easy active travel access to green/open spaces in order to encourage more active travel trips to be taken for exercise and leisure. This approach would have a minor positive effect on several factors due to encouraging active travel, improving health and wellbeing, improving habitat connectivity and creating opportunities for nature network enhancement.

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
++	0	+	0	+	0	++	++	+

Increasing Modal Shift Priorities 2:

1. Provide safe and easy access to everyday places.
2. Improve integration between active travel and public transport.

Assessment Commentary:

These priorities outline the intention to facilitate safe and easy active travel access to everyday places, including education/workplaces, town centres, local amenities or greenspaces, and improve integration between active travel and public transport. These priorities align with the first LTS TPO which aims to increase modal shift towards sustainable modes of travel for various trips including work, study and leisure. Safe and easy access to everyday places and improved integration between active travel and public transport will ensure that the majority of residents can feasibly reach most everyday places using active travel for either partial or entire journeys. The priorities aim to tackle the two main barriers to active travel uptake, safety and convenience. This package of alternatives also recognises the need to connect active travel to public transportation links to further the modal shift.

These priorities are quantifiable for monitoring over the course of the Strategy by an analysis of changes to the modal share of active modes over time. The positive impacts of safe and easy access to active travel, recognition of the need to connect active travel to public transport, improving health and wellbeing, improving habitat connectivity, creating opportunities for nature network enhancement and overall improved integration are wide-reaching and will result in positive effects for many factors. These will focus on increasing the proportion of everyday journeys by walking, wheeling or cycling and create a realistic, natural option and alternative to private car use throughout East Dunbartonshire. For longer trips, active travel networks will provide improved access to public transport. This could contribute towards a behavioural change throughout the Council area by increasing access to everyday places and public transport, reducing traffic congestion and related harmful carbon emissions levels.

Preferred SEA Option: Increasing Modal Shift Priorities 2:

- 1. Provide safe and easy access to everyday places.*
- 2. Improve integration between active travel and public transport.*

This package of alternative priorities has more wide-reaching potential to impact active travel's modal share by ensuring policies and actions are geared towards making everyday trips by active travel safer, more convenient and more accessible.

Reducing Inequalities

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
+	0	0	0	0	0	+	+	+

Reducing Inequalities Priority 1:

- 3. Empower and encourage those who already walk, wheel and cycle to do so more.*

Assessment Commentary:

This option would improve and encourage the safe access and use of the active travel network for existing users. This is anticipated to have minor positive impacts in relation to improved air quality, health and wellbeing aspects through physical activity and reduced transport related emissions.

By limiting the target audience to those who already utilise the existing network, this priority option is limited in its scope for modal shift and the respective environmental benefits. This option does not motivate those who currently do not participate in active travel to do so, meaning the level of everyday journeys made by private car is expected to remain at current levels.

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
++	0	0	0	0	0	+	+	+

Reducing Inequalities Priority 2:

3. Empower and encourage all groups of people to walk, wheel and cycle more.

Assessment Commentary:

By widening the scope of this option to include everyone in our communities, it provides greater opportunities for the anticipated benefits and resulting environmental impacts to be more significant.

This option would improve and encourage the safe access and use of the active travel network for all. This is anticipated to have significant and minor positive impacts in relation to improved air quality, health and wellbeing aspects through physical activity, encouraged modal shift and reduced transport related emissions.

Preferred SEA Option: Reducing Inequalities Priority 2

3. Empower and encourage all groups of people to walk, wheel and cycle more.

By widening the scope of this option to include and empower everyone in our communities to use active travel, it provides greater opportunities for the anticipated benefits and resulting environmental impacts to be more significant.

Reducing Emissions

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
++	0	0	0	0	0	+	+	+

Reducing Emissions Priority 1:

4. Improve active travel opportunities to and through areas where there are air quality issues.

Assessment Commentary:

This option is anticipated to have significant and minor positive environmental impacts in relation to encouraged modal shift and promotion of the role of sustainable, active travel for the suppression of key pollutants and particulate matter where there are air quality issues. This option will also prioritise active travel with significant benefits relating to air quality, health and wellbeing aspects.

However, this option does limit the priority as it only covers areas where there are identified air quality issues instead of aiming to improve air quality in all spaces where the public spend time. This alternative also does not recognise specific vulnerable groups.

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
++	0	0	0	0	0	++	+	+

Reducing Emissions Priority 2:

4. Improve active travel opportunities to and through areas where air quality issues may pose risks to the public and, in particular, children (for example schools and town centres).

Assessment Commentary:

This option is anticipated to have significant and minor positive environmental impacts in relation to encouraged modal shift and promotion of the role of sustainable, active travel for the suppression of key pollutants and particulate matter where there are air quality issues posing risks to the public and vulnerable groups. This option will also prioritise active travel with significant health and wellbeing benefits relating to air quality, health and wellbeing aspects.

This option prioritises specific groups who are vulnerable to poor air quality and also widens the scope to account for areas where there are air quality issues and potential areas with air quality issues that may pose additional risks to the receiving environment, residents, workers and visitors.

Preferred SEA Option: Reducing Emissions Priority 2

4. Improve active travel opportunities to and through areas where air quality issues may pose risks to the public and, in particular, children (for example schools and town centres).

Prioritising and improving active travel opportunities to and through areas with air quality issues is anticipated to have a number of positive environmental impacts on various factors. This option prioritises specific groups who are vulnerable to poor air quality and also widens the scope to account for areas where there are air quality issues and potential areas with air quality issues that may pose additional risks to the receiving environment, residents, workers and visitors.

Economic Growth

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
+	0	0	0	0	0	+	+	+

Economic Growth Priority 1:

5. Make East Dunbartonshire an attractive place for active travel to generate business for the visitor economy.

Assessment Commentary:

This option would ensure that the active travel network is improved and fit for purpose, from an economic development and tourism perspective. By making active travel the first and natural choice (in line with the ATS2 Mission) to encourage tourism it could enhance modal shift, reduce transport related emissions, improve local air quality, while also improving the natural environment and community connectivity/accessibility for those who visit East Dunbartonshire.

It should be noted potential secondary impacts could be expected due to an increase in tourism levels. The more successfully this priority attracts visitors, the more this priority may increase demand for access to places of interest and cause detriment to sensitive habitats. Delivery of this priority must be cognisant of these potential secondary impacts.

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
+	+	0	0	0	0	+	+	+

Economic Growth Priority 2:

5. Make East Dunbartonshire an attractive place for active travel to generate more sustainable business for the local economy.

Assessment Commentary:

This option would ensure that the active travel network is improved and fit for purpose, from a sustainable economic development and wider local economy perspective. This option widens the scope of the priority to consider a sustainable local economy and community wealth building. By making active travel the first and natural choice (in line with the ATS2 Mission) it could enhance modal shift, reduce transport related emissions, improve local air quality, while also improving the natural environment and community connectivity/accessibility (including to cultural and natural assets) for those who live, work and visit East Dunbartonshire.

Preferred SEA Option: Economic Growth Priority 2

5. Make East Dunbartonshire an attractive place for active travel to generate more sustainable business for the local economy.

Prioritising the active travel network as a measure to help generate more sustainable business opportunities for the local economy is anticipated to have positive impacts on modal shift, reduce transport related emissions and provide additional benefits to those who live, work and visit East Dunbartonshire. The scope of this priority widens the opportunities for the active travel network to be further enhanced, create more of a significant change in modal shift and the resulting environmental factors.

Improving Health

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
+	0	0	0	0	0	+	+	+

Improving Health Priority 1:

6. Improve physical health, mental health and overall well-being by maintaining the current level of active travel provision.

Assessment Commentary:

This option proposes to maintain the current levels of active travel provision to improve health and wellbeing outcomes. Through this priority the maintained active travel levels are anticipated to have minor benefits in relation to air quality, health and wellbeing aspects through physical activity and reduced transport related emissions.

There is a limited scope for this priority as it focusses on maintaining current levels of active travel rather than encouraging wider use and promoting wider modal shift achieved by switching from private car usage as well.

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
++	0	+	0	+	0	+	+	+

Improving Health Priority 2:

6. Improve physical health, mental health and overall well-being by providing better opportunities for walking, wheeling and cycling for travel to work/school and for leisure and exercise purposes, including enhanced access to areas of green space.

Assessment Commentary:

This option proposes the provision of better opportunities for active travel provision (commuting, leisure and recreational journeys) to improve health and wellbeing outcomes. Through this priority the improved active travel opportunities are anticipated to have significant and minor positive impacts in relation to air quality, health and wellbeing aspects through physical activity and reduced transport related emissions.

The inclusion of enhanced access to areas of greenspace also provides opportunities for enhancing local landscape, improving habitat connectivity and biodiversity enhancement.

This priority widens the scope of the potential impacts for various journey types, aligns more closely with local climate targets, includes enhanced active travel access to areas of green space, while promoting wider modal shift away from private car usage.

Preferred SEA Option: Improving Health Priority 2

6. Improve physical health, mental health and overall well-being by providing better opportunities for walking, wheeling and cycling travel to work/school and for leisure and exercise purposes, including enhanced access to areas of green space.

Prioritising the health and wellbeing through the provision of better active travel opportunities is anticipated to have multiple benefits both direct and indirect, including modal shift, reduced transport emissions, connectivity and network enhancements. The scope of this priority widens the opportunities for the active travel network to be further enhanced, create more of a significant change in modal shift and the resulting environmental factors. Active travel is a key

prevention tool, and delivery this priority within the ATS2 will contribute to reducing long-term health conditions, supporting ageing well, improving mental wellbeing, and reducing demand on health and social care.

Improving Safety

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
+	0	0	0	0	0	+	+	+

Improving Safety Priorities 1:

7. Improve safety for all on East Dunbartonshire's road network.

8. Maintain the current standard of surfaces so that resources are optimised while paths and roads are accessible.

Assessment Commentary:

This option generally accounts for safety and accessibility considerations for road users. The resulting impact of this priority will provide a number of minor positive impacts in relation to modal shift, reduced transport emissions, improved active travel infrastructure, safety, health and wellbeing.

This option continues the current status quo of surface quality maintenance on East Dunbartonshire's road network without targeting improvements that would positively impact active travel safety, convenience and modal share. The maintenance of current standards of road and path surfaces over time has the potential for current accessibility issues to continue, particularly on active travel paths with poor or degrading surfaces, affecting residents and visitors who are most vulnerable. Vulnerable road users are disproportionately impacted by issues of road safety; walking, wheeling and cycling is disproportionately represented among deaths and serious injuries on roads. Although focusing on overall improved safety on the road network would have positive effects on wellbeing, it would have less of an impact compared to an approach which targeted vulnerable road users.

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
++	0	0	0	0	0	+	+	+

Improving Safety Priorities 2:

- 7. Ensure vulnerable road users, including those walking, wheeling and cycling, are safe on East Dunbartonshire's road network.
- 8. Ensure surfaces are of a high standard so appropriate paths and routes can be safely accessed and enjoyed by all.

Assessment Commentary:

This option provides specific consideration for the safety of vulnerable groups and accessibility for all road users. The resulting impact of this priority will provide a number of significant and minor positive impacts in relation to modal shift, reduced transport emissions, improved active travel infrastructure, safety, health and wellbeing.

Preferred SEA Option: Improving Safety Priority 2

- 7. Ensure vulnerable road users, including those walking, wheeling and cycling, are safe on East Dunbartonshire's road network.
- 8. Ensure surfaces are of a high standard so appropriate paths and routes can be safely accessed and enjoyed by all.

Through this priority, the safety of vulnerable groups utilising the active travel and road networks is enhanced and results in several environmental factor benefits.

Alternative Theme packages for the Active Travel Strategy 2

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
+	0	0	0	0	0	+	+	+

Theme Package 1: Separate themes by settlement

Assessment Commentary:
 This package would focus on delivering active travel projects by settlement. There is still potential for some minor, localised benefits through active travel infrastructure improvements, modal shift, air quality and health and wellbeing. However, the significance and effectiveness of this approach on environmental factors is likely to be reduced area-wide due to a lack of connectivity or a joined-up approach to delivery. This alternative also does not account for area-wide behaviour change, which is an essential consideration to meet Council emissions reduction targets.

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
++	0	0	0	+	0	++	++	+

Theme Package 2:

- Walking and Wheeling Network - high-quality, accessible walking and wheeling routes that connect key trip generators in towns and villages.
- Connectivity Corridors – safe, segregated on-road cycling infrastructure or development of People First streets along main routes that connect places people want to go.
- Behaviour Change - incentives, infrastructure and awareness initiatives to shift people's everyday journeys towards active travel instead of car use.
- Active Travel Neighbourhoods – measures to limit the traffic that cuts through residential areas and increase the safety and convenience of active travel, for example traffic calming, modal filters, one-way streets, and green active travel infrastructure.

Assessment Commentary:

This package provides a range of minor/significant positive effects due to focusing on different types of active travel as well as simultaneously carrying forward behaviour change programmes.

However, having pre-defined locations as part of the Active Travel Neighbourhood theme may limit the potential for active travel schemes to be community-led and may be less effective in achieving objectives. In addition, specifically referencing segregated cycling infrastructure potentially limits what is achievable.

This package also does not specifically account for green or open spaces, which is a missed opportunity to bring potential positive effects to biodiversity, habitat connectivity through active travel infrastructure and wider nature networks.

Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets
1	2	3	4	5	6	7	8	9
++	+	+	0	+	0	++	++	+

Theme Package 3:

- Walking and Wheeling Network - high-quality, accessible walking and wheeling routes that connect key trip generators in towns and villages.
- Connectivity Corridors – safe on-road cycling infrastructure or development of People First streets along main routes that connect places people want to go.
- Behaviour Change - incentives, infrastructure and awareness initiatives to shift people's everyday journeys towards active travel instead of car use.
- Green Active Travel Networks and Access to Open Spaces - a series of interconnected routes linking towns and villages to the countryside and quality recreational open spaces.

Assessment Commentary:

This package provides a wide range of benefits due to its broader scope, focusing on different types of active travel as well as simultaneously carrying forward behaviour change programmes and connectivity to open/green spaces.

Whilst this package omits Active Travel Neighbourhoods as an individual theme to allow for areas to be responsive to community demand, the overall aims will still be included as a specific policy action elsewhere in the ATS2.

The inclusion of the Green Active Travel Networks and Access to Open Spaces theme allows for the ATS2 to better align with the emerging Greenspace Strategy to account for greenspace, biodiversity and habitat connectivity enhancements (including to and through LNCS, LNRs and other designated and non-designated natural environment assets) in active travel projects. This theme captures active travel measures that were previously proposed to be included in the Greenspace Strategy. However, it was considered more appropriate that all active travel measures, including those involving greenspace, are contained within one central Strategy streamline delivery and monitoring.

Preferred SEA Option: Package 3 -

- Walking and Wheeling Network - *high-quality, accessible walking and wheeling routes that connect key trip generators in towns and villages.*
- Connectivity Corridors – *safe on-road cycling infrastructure or development of People First streets along main routes that connect places people want to go.*
- Behaviour Change - *incentives, infrastructure and awareness initiatives to shift people's everyday journeys towards active travel instead of car use.*
- Green Active Travel Networks and Access to Open Spaces - *a series of interconnected routes linking towns and villages to the countryside and quality recreational open spaces.*

This package of Themes provides the widest range of benefits due to its broader scope, focusing on different types of active travel as well as simultaneously carrying forward behaviour change programmes and connectivity to local amenities and natural spaces.

APPENDIX E: POLICIES ASSESSMENTS

The tables below provide an outline assessment of all policies that underpin the Strategy in each of the settlement areas against the SEA objectives for the environmental factors. A key to the scoring is also provided below.

This assessment acknowledges inherent uncertainties from dependencies intrinsic to many of the proposed policies. Where policy wording implies changes, implementation is assumed in appropriate contexts and scores have been assigned accordingly. For policies involving intentions to develop other policies or strategies, effects cannot be definitively determined; these instances are accompanied by explanatory commentary.

It should be noted that to maximise benefits across several policies, further refinement and clarification of the council's specific implementation plans will be required. The assessment represents current understanding based on available information, with the recognition that additional development work by the Council will be necessary to fully realise potential environmental outcomes.

Key for Assessment Scoring

++	Major/Significant Positive
+	Minor Positive
0	Neutral
-	Minor Negative
--	Major/Significant Negative
+/-	Mixed

Policy	Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets	Commentary
1.1: Audit walking and wheeling amenity on identified Walking and Wheeling Network routes based on Accessible Walking and Wheeling Framework in order to pinpoint actions to be prioritised.	+/ -	0	0	0	0	0	+/ -	+	+/ -	The policy itself will not have a direct environmental impact as it involves conducting an audit on active travel routes to assist with prioritisation. Secondary actions if implemented are anticipated to have positive effects on community health and wellbeing, air quality improvement and transport emissions reduction through modal shift with anticipated uptake in active travel as well as accessibility improvements. Some minor negative impacts are anticipated (depending on the scale and sensitivity of the receiving environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
1.2: Update the network audit by documenting issues identified through community input	+/ -	0	0	0	+/ -	0	+/ -	+	+/ -	The policy itself will not have a direct environmental impact as it involves updating an audit to reflect current issues identified by the

Policy	Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets	Commentary
										community. Secondary actions if implemented are anticipated to have positive effects on modal shift, improving active travel infrastructure and local landscape, a reduction in transport related emissions and health and wellbeing benefits from improved active travel network. Some minor negative impacts are anticipated (depending on the scale and sensitivity of the receiving environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
1.3: Improve surfaces on Walking and Wheeling Network routes	+/-	0	+/-	0	0	0	+/-	+	+/-	The policy itself will directly lead to the active travel network infrastructure improvements identified through the Audits (Policies 1.1 and 1.2) and in alignment with the Roads Inspection & Monitoring Policy. Environmental impacts from these improvements, if implemented, are anticipated to have positive effects on modal

Policy	Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets	Commentary
										shift, improving active travel infrastructure, a reduction in transport related emissions and health and wellbeing benefits from improved accessibility to the active travel network. Some minor negative impacts are anticipated (depending on the scale sensitivity of the receiving environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
1.4: Investigate the feasibility of improving widths of on- and off-road Walking and Wheeling Network routes	+/-	0	+/-	0	0	0	+/-	+	+/-	The policy itself will not have a direct environmental impact as it involves further feasibility work to determine improvements . However, secondary impacts are anticipated through the active travel network infrastructure improvements/expansion, identified through the Audits (Policies 1.1 and 1.2). Environmental impacts from these improvements, if implemented, are anticipated to have positive

Policy	Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets	Commentary
										effects on modal shift, improving active travel infrastructure, a reduction in transport related emissions and health and wellbeing benefits from improved accessibility to the active travel network. Some minor negative impacts are anticipated (depending on the scale and sensitivity of the receiving environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
1.5: Improve crossings, raise crossings and reduce crossing distances on targeted Walking and Wheeling Network crossings	+/-	0	+/-	0	0	0	+/-	+	+/-	The policy itself will directly lead to active travel network infrastructure improvements through the exploration of signage/infrastructure (based on the Audits (Policies 1.1 and 1.2)) to enhance pedestrian amenity at crossings and designate priority for pedestrians. Secondary impacts if implemented are anticipated to have positive effects on community health, safety and

Policy	Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets	Commentary
										wellbeing, air quality improvement and transport emissions reduction through supported/encouraged modal shift with anticipated uptake in active travel as well as accessibility enhancement. Some minor negative impacts are anticipated (depending on the scale and sensitivity of the receiving environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
1.6: Improve the sequencing of controlled crossings on and around Walking and Wheeling Network routes to encourage active travel	+	0	0	0	0	0	+	+	+	The policy itself will not have a direct environmental impact as it involves the electronic sequencing and ordering system to be reviewed and updated to prioritise active travel participants at crossings. Secondary impacts if implemented are anticipated to have positive effects on community health and wellbeing, air quality improvement and transport emissions

Policy	Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets	Commentary
										reduction through supported/encouraged modal shift with anticipated uptake in active travel as well as accessibility enhancement.
1.7: Improve dropped kerb provision at key Walking and Wheeling Network crossing points	+	0	0	0	0	0	+	+	+	Minor and localised issues could arise from the implementation of this policy, predominantly related to the required construction. However, these are likely to be negligible given the scale of the improvements. The overall impacts of this policy are anticipated to be positive in nature by improving the accessibility of the active travel network, improving safety and encouraging modal shift and active travel participation. This will also lead to benefits for community health and wellbeing, air quality improvement and transport emissions reduction.
1.8: Ensure Walking and Wheeling Network routes are accessible and free of obstructions, including enforcement of the ban on pavement parking on routes and explore a Council approach to temporary signage that ensures footway access	+	0	0	0	0	0	+	+	+	The policy itself will not have a direct environmental impact as it involves further investigations on how to achieve the policy, designation and enforcement, including the enforcement of the pavement parking ban. Secondary actions if implemented are anticipated to have overall positive effects on community health and wellbeing, air quality

Policy	Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets	Commentary
										improvement and transport emissions reduction through modal shift with anticipated uptake in active travel as well as safety and wider accessibility considerations.
1.9: Identify potential improvements to the safety and accessibility of streets and greenspaces from the route audit and explore funding opportunities for improvements to the lighting of sections of Walking and Wheeling Network routes	+	0	+	0	0	0	+	+	+	Based on the route audit, this policy will explore barriers to active travel and perceived safety, particularly biodiversity-friendly lighting on strategically important routes through open/green spaces during hours of darkness. Then, subject to the audit, this policy will seek to identify the necessary funding to support improvements. Secondary impacts if implemented are anticipated to have overall positive effects on community health, safety and wellbeing, air quality improvement and transport emissions reduction through modal shift with anticipated uptake in active travel as well as safety and wider accessibility considerations to the areas important greenspaces. Potential for secondary adverse impacts on habitats and species within greenspaces through lighting. Additional mitigation could be incorporated through the

Policy	Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets	Commentary
										use of non—invasive lighting solutions in such spaces.
1.10: Update East Dunbartonshire's corporate mapping to include the Walking and Wheeling Network	+	0	0	0	0	0	+	+	+	The policy itself will not have a direct environmental impact as it involves GIS mapping updates to include the network within the corporate mapping. Secondary impacts if implemented are anticipated to have positive effects on community health and wellbeing, air quality improvement and transport emissions reduction through modal shift with anticipated uptake in active travel. This will be achieved through illustrating the active travel network potential for local trips as well as wider connectivity, leisure and recreation.
1.11: Roll out materials and wayfinding information, exploring the role technology may play in increasing access to materials (for example mobile app, QR codes)	+	0	0	0	0	0	+	+	+	The policy itself will not have a direct environmental impact as it involves publicising and promoting the Walking and Wheeling network. Secondary impacts if implemented are anticipated to have positive effects on community health and wellbeing, air quality improvement and transport emissions reduction

Policy	Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets	Commentary
										through modal shift with anticipated uptake in active travel. This will be achieved through illustrating and increasing awareness of the active travel network potential for local trips as well as wider connectivity, leisure and recreation.
1.12: Continue to expand implementation of 20mph speed limit on appropriate roads across East Dunbartonshire	++	0	0	0	0	0	+	+	+	This policy is anticipated to provide area-wide benefits in relation to community health, wellbeing and safety, while also contributing to the wider modal shift goals of the Council by encouraging safe active travel, improving air quality and reducing transport related emissions reduction primarily through speed reductions of road users.
1.13: Walking and Wheeling Network principles, policies and standards are incorporated in new development, routine maintenance and the construction of new infrastructure	++/-	0	+/-	0	++/-	0	++/-	+	+/-	The policy itself will directly lead to the active travel network principles and standards being improved and incorporated into new development proposals. Environmental impacts from these improvements, if implemented, are anticipated to have positive effects on modal shift, improving active travel infrastructure and local landscape, a reduction in transport related emissions and health and wellbeing benefits

Policy	Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets	Commentary
										from improved accessibility to the active travel network. Some minor negative impacts are anticipated (depending on the sensitivity of the receiving environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
1.14: Ensure all active travel routes are well maintained	+/-	0	+/-	0	0	0	+/-	+	+/-	This policy involves an initial route audit (as per Policy 1.1) and then, in line with the Road Inspection and Maintenance Plan, necessary maintenance will be undertaken. The audit itself will not have a direct environmental impact as it involves investigating active travel routes for barriers to accessibility, maintenance issues and detail about where routes can improve during the life of the ATS2.

Policy	Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets	Commentary
										The programme of maintenance works if implemented is anticipated to have positive effects on community health and wellbeing, air quality improvement and transport emissions reduction through modal shift with anticipated uptake in active travel as well as accessibility improvements. Some minor negative impacts are anticipated (depending on the sensitivity of the receiving environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
1.15: All projects, infrastructure and maintenance will seek to implement current best practice measures to ensure streets and places are accessible for all	+/-	0	+/-	0	+/-	0	+/-	+	+/-	This policy is intended to ensure that best practice examples and principles are implemented for all related network projects. As a result, overall positive effects are anticipated on community health and wellbeing, air quality improvement and transport emissions reduction through modal shift with anticipated uptake in

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										active travel as well as accessibility improvements. Some minor negative impacts are anticipated (depending on the sensitivity of the receiving environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
1.16: Identify and where feasible implement community-led proposals for Active Travel Neighbourhoods	+/-	0	+/-	0	+/-	0	+/-	+	+/-	The policy itself will not have a direct environmental impact as it involves utilising baseline data, technical assessments and community and delivery partner input to determine the need for further specific neighbourhood measures. Secondary actions if implemented are anticipated to have positive effects on modal shift, encouraging safe active, a reduction in transport related emissions and health and wellbeing benefits from the creation of Active

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										Travel Neighbourhoods and the resulting measures to implement these. Some minor negative impacts are anticipated (depending on the scale and sensitivity of the receiving environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
1.17: Take cognisance of Local Place Plans to deliver the mission, priorities and targets of the ATS2	+/-	0	+/-	0	+/-	0	+/-	+	+/-	The policy itself will not have a direct environmental impact as it involves reviewing community views on active travel through LPPs. Secondary actions if implemented are anticipated to have positive effects on modal shift, improving active travel infrastructure and local landscape, a reduction in transport related emissions and health and wellbeing benefits from improved active travel network. Some minor negative impacts are anticipated (depending on the sensitivity of the receiving

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										environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
2.1: Establish a presumption against the introduction of new painted cycle lanes in East Dunbartonshire on roads with higher volumes of traffic or higher speeds	+	0	0	0	0	0	+	+	+	With a lack of evidence as to the effectiveness of such infrastructure, this policy ensures that Council resources are retained for other projects. The policy itself will not have any direct environmental impacts but the prioritised investigation into safer cycling infrastructure options could have some secondary impacts if implemented. These are anticipated to be area-wide benefits in relation to community health and wellbeing and safety, while also contributing to the wider modal shift goals of the Council by encouraging safe active travel, improving air quality and reducing transport related emissions reduction primarily through speed reductions of road users.

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2.2: Improve crossing amenity, signage and priority for active travel at junctions on existing and new cycling infrastructure	+/–	0	+/–	0	0	0	+/–	+	+/–	The policy itself will directly lead to active travel network infrastructure improvements through installation of signals that assist cyclists as standard for new cycling infrastructure. Impacts if implemented are anticipated to have positive effects on community health, safety and wellbeing, air quality improvement and transport emissions reduction through supported/encouraged modal shift with anticipated uptake in active travel as well as accessibility enhancement. Some minor negative impacts are anticipated (depending on the scale and sensitivity of the receiving environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
2.3: Deliver high-quality active travel corridors that connect key trip generators	+/–	0	+/–	0	+/–	0	+/–	+	+/–	The policy itself will directly lead to active travel infrastructure improvements. However, this will involve further feasibility assessments and

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										engagement regarding the connection and expansion of active travel corridors. Secondary actions if implemented are anticipated to have area-wide positive effects on modal shift, improving active travel infrastructure/connectivity and local landscape, a reduction in transport related emissions and health and wellbeing benefits from improved active travel network. Some minor negative impacts are anticipated (depending on the scale of projects and sensitivity of the receiving environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
2.4: Introduce segregated cycling infrastructure on strategic routes connecting key trip generators	++/-	0	+/-	0	+/-	0	+/-	+	+/-	The policy itself will not have a direct environmental impact as it involves further feasibility assessments, investigations and engagement regarding trip generator levels and

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										the evidence supporting segregated cycle infrastructure on strategic routes area-wide. Secondary actions if implemented are anticipated to have area-wide positive effects on modal shift, improving active travel infrastructure (connectivity and safety), a reduction in transport related emissions, landscape character and health and wellbeing benefits from improved active travel network. Some minor negative impacts are anticipated (depending on the scale of projects and sensitivity of the receiving environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
2.5: Investigate the feasibility of reconfiguring certain roads into People-First Streets	++/-	0	+/-	0	+/-	0	++/-	+	++/-	The policy itself will not have a direct environmental impact as it involves further feasibility assessments, investigations and engagement regarding reconfiguring roads into

Policy	Population & Human Health	Cultural Heritage	Biodiversity Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets	Commentary
										People-First Streets, prioritising active travel users. Secondary actions if implemented are anticipated to have area-wide positive effects on modal shift, improving active travel infrastructure (priority, connectivity and safety), local landscape, a reduction in transport related emissions and health and wellbeing benefits from improved active travel network. Some minor negative impacts are anticipated (depending on the scale of projects and sensitivity of the receiving environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
2.6: Active travel projects and infrastructure aligns with Local Development Plan biodiversity policy and the emerging Greenspace Strategy and Local Biodiversity	+	0	++	0	0	0	0	+	0	The policy will directly lead to biodiversity enhancement and/or protection measures being implemented as part of all new active travel projects. This will align policy frameworks as part of the LDP and Greenspace Strategy and LBAP.

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Action Plan, in accordance with the blue and green infrastructure standard										This will involve further surveys and assessments to determine the likely impacts on biodiversity value and habitat protection. The policy commitment within the ATS2 to accord with the blue and green infrastructure standard provides a strong policy framework aligning with other relevant PPS. With a commitment to align with the LDP3 biodiversity policy and Greenspace Strategy and LBAP, which typically involves surveys to establish the biodiversity value of sites and ensuring that designs for sites secure positive effects for biodiversity and the protection of biodiversity and protected species, the impact on this environmental factor is likely to be significantly positive in nature.
2.7: All changes made, including maintenance and improvement of existing infrastructure, will seek to implement current best practice measures to ensure streets and places are accessible for all	+/-	0	+/-	0	+/-	0	+/-	+	+/-	The policy itself will not have a direct environmental impact as it involves further stakeholder engagement and consideration of best practice measures, but the policy commitment to ensure accessibility for all is likely to lead to multiple secondary impacts on environmental factors.

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										Secondary actions if implemented are anticipated to have area-wide positive effects on modal shift, improving active travel infrastructure/accessibility and local landscape, a reduction in transport related emissions and health and wellbeing benefits from improved active travel network accessibility. Some minor negative impacts are anticipated (depending on the scale of projects and sensitivity of the receiving environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
2.8: Work with SPT to develop cross-boundary active travel connections	++/-	0	+/-	0	+/-	0	++/- -	++	++/- -	Through the creation of regional cross-boundary active travel projects and corridors this policy has potential for significant positive impacts in relation to modal shift, improving active travel infrastructure/accessibility and local landscape, a reduction in transport related emissions and

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										health and wellbeing benefits from improved active travel network accessibility. Some minor negative impacts are anticipated (depending on the scale of projects and sensitivity of the receiving environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
2.9: Work with neighbouring local authority partners to develop local cross-boundary connections	++/-	0	+/-	0	+/-	0	++/-	++	++/-	Through the creation of regional cross-boundary active travel projects, connections and corridors this policy has potential for significant positive impacts in relation to modal shift, improving active travel infrastructure/accessibility and local landscape, a reduction in transport related emissions and health and wellbeing benefits from improved active travel network accessibility. Some minor negative impacts are anticipated (depending on the scale of projects and

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										sensitivity of the receiving environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
2.10: Work with the Walk Wheel Cycle Trust to develop the National Cycle Network.	++/-	0	+/-	0	+/-	0	++/-	++	++/-	The policy itself will directly lead to significant active travel infrastructure improvements and lead to further development of a national infrastructure network. However, this will involve further feasibility assessments and community engagement regarding the network improvements. Secondary actions if implemented are anticipated to have area-wide positive effects on modal shift, improving active travel infrastructure/connectivity and local landscape, a reduction in transport related emissions and health and wellbeing benefits from improved active travel network accessibility to the designated cycle route.

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										Some minor negative impacts are anticipated (depending on the scale of projects and sensitivity of the receiving environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
3.1 (P): Ensure all schools publicise the Schools Access Hierarchy and their School Travel Information Booklets	+	0	0	0	0	0	+	+	0	The policy itself will not have a direct environmental impact as it involves promoting the active travel network around schools and associated information with active travel. Secondary actions if implemented are anticipated to have overall positive effects on community health and wellbeing, air quality improvement and transport emissions reduction through modal shift with anticipated uptake in active travel as well as safety and wider accessibility considerations surrounding the school.

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3.2 (P): Support schools to receive funding for cycles and cycling parking and storage	+	0	0	0	0	0	+	+	0	The policy itself will not have a direct environmental impact as it involves assisting schools to secure active travel funding for future projects and initiatives. Secondary actions if implemented are anticipated to have overall positive effects on community health and wellbeing, air quality improvement and transport emissions reduction through modal shift with anticipated uptake in active travel as well as safety and wider accessibility considerations through the provision of cycling parking and storage infrastructure around schools.
3.3 (P): Deliver Bikeability courses and achieve the Cycle Friendly School Award	+	0	0	0	0	0	+	+	0	The policy itself will not have a direct environmental impact as it involves liaising with schools and relevant partners to provide guidance to schools to maintain high uptake of cycle training. Secondary impacts, if behaviour change is achieved, are anticipated to have overall positive effects on community health and wellbeing, air quality improvement and transport emissions

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										reduction through behaviour change with anticipated uptake in active travel.
3.4 (P): Promote national events such as Walk to School Week and Big Walk and Wheel	+	0	0	0	0	0	+	+	0	The policy itself will not have a direct environmental impact as it involves promoting active travel campaigns. Secondary actions if implemented are anticipated to have overall positive effects on community health and wellbeing, air quality improvement and transport emissions reduction through education and outreach which can result in a move towards the modal shift with anticipated uptake in active travel as well as safety and wider accessibility considerations.
3.5 (P): Develop a Council approach to minimise car access to all new-build schools while ensuring access is adequate for those who require it	+	0	+	0	+	0	+	+	+	Restricting the amount of car access to schools will promote modal shift and active travel, which can have a positive effect on health and wellbeing outcomes, while also improving air quality for school pupils and work towards meeting emissions reductions targets. By minimising car access there will be potential to allow for spaces to be utilised for other multipurpose features, including the potential

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										for biodiversity enhancement measures, landscape improvements or food growing.
3.6 (P): Encourage local employers to apply for funding for cycles and cycling infrastructure, publish travel plans, deliver training courses, pursue the Walk to Work award and achieve the Cycle Friendly Employer status	+	0	0	0	0	0	+	+	+	This policy is likely to bring positive effects through health and wellbeing, improving safety and air quality due to enabling more people to participate in everyday active travel in a safe way through training and due to the presence of quality active travel infrastructure (for example cycles and cycle storage facilities).
3.7 (P): Identify and where feasible pilot community-led car-free days on selected local streets	+	0	0	0	0	0	+	++	+	This policy is likely to bring positive effects through health and wellbeing, improving safety and air quality while working towards meeting emissions reduction targets. Should this policy be implemented, over the longer-term minimising the traffic on certain roads can also reduce the amount of degradation of those roads over time, bringing positive effects on material assets. Additional longer-term benefits could be linked to increased behavioural change and wider modal shift and associated transport emissions reductions.

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3.8 (P): Develop and promote an annual 'Active Travel Events' calendar on a dedicated active travel section of the Council website	+	0	0	0	0	0	+	+	0	The policy itself will not have a direct environmental impact as it involves outreach and promotion of events. Secondary actions if implemented are positive through health and wellbeing, encouraging modal shift and reduction in associated emissions by the promotion of sustainable forms of travel.
3.9 (P): Explore a scheme to improve access to (electric) Cargo Bikes for businesses and individuals	+	0	0	0	0	0	+	+	+	The policy itself will not have a direct environmental impact as it involves conducting a feasibility study. Secondary actions if implemented are positive through health and wellbeing, encouraging the use of active travel, improving feasibility of active travel for the community and reduction of emissions from traffic.
3.10 (P): Work with the Walk Wheel Cycle Trust to produce a Walking and Cycling Index report	0	0	0	0	0	0	0	0	0	This policy does not have any discernible environmental effects as it involves creating a report on existing conditions of active travel as a basis for future monitoring.

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3.11 (P): Develop and implement a Corporate Travel Plan for East Dunbartonshire Council	+	0	0	0	0	0	+	+	0	The policy itself will not have a direct environmental impact as it involves creating a separate plan for employee travel. Secondary actions if implemented are positive through health and wellbeing, reduction of corporate emissions and working towards meeting corporate emissions targets through the increase in sustainable travel.
3.12 (P): Continue to promote the BetterPoints app until the end of the contract in May 2027 and explore other incentives to promote active travel thereafter	+	0	0	0	0	0	+	+	0	The policy itself will not have a direct environmental impact as it involves outreach and promotion of an active travel app and other incentives to promote active travel. Secondary actions if implemented are positive through health and wellbeing, encouraging modal shift and a reduction in associated emissions by the promotion of sustainable forms of travel and positive lifestyle changes.
3.13 (I): Enforce the pavement parking ban and ban on blocking dropped kerbs at crossing points	+	0	0	0	0	0	+	+	0	By ensuring clear and safe pavements for all users and banning parking on dropped kerbs at known crossing points, this policy is anticipated to provide area-wide benefits in relation to community health, wellbeing and safety, while

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										also contributing to the wider modal shift goals of the Council by encouraging safe active travel.
3.14 (I): Designate appropriate roads as Quiet Rural Routes	+	0	0	0	0	0	+	+	+	Positive effects can be anticipated through health and wellbeing, increased safety, improving active travel infrastructure and local landscape, encouraging a modal shift and reduction in related emissions.
3.15 (I): Secure cycle storage in strategic locations including on-street	+/-	0	+/-	0	+/-	0	+/-	+	+/-	This policy is anticipated to encourage people to cycle more for everyday journeys, which will have a positive impact on health and wellbeing, improving air quality and reducing transport related emissions. Mixed or potentially negative impacts are possible for construction phases at least depending on the sensitivity of the receiving environment and should be taken into account when considering the locations for such infrastructure improvements. Medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice

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										construction methods) should also be implemented.
3.16 (I): Prioritise locations for future development that can be accessed by sustainable modes	+/-	0	+/-	0	+/-	0	+/-	+	+/-	The policy itself will not have a direct environmental impact as it involves prioritising locations within a wider site selection and allocation process as part of the LDP. Secondary actions if implemented would bring positive effects through modal shift, improving active travel infrastructure (priority, connectivity and safety), local landscape, a reduction in transport related emissions and health and wellbeing benefits from improved active travel network. This policy will align with NPF4 and Local Development Planning Guidance, and in support of local living and 20-minute neighbourhood principles. Any future developments will have their impacts assessed separately through the LDP and planning process. This policy only aims to prioritise those locations for future development. Some minor negative impacts are anticipated (depending on the sensitivity of the receiving

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										environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
3.17 (I): Explore introducing a cycle hire scheme in East Dunbartonshire	+	0	0	0	0	0	+	+	+	The policy itself will not have a direct environmental impact as it simply involves exploring to potential for a cycle hire scheme. Secondary actions if implemented would make cycling more feasible for everyday journeys and bring positive effects through health and wellbeing, improving air quality and reducing transport related emissions.
3.18 (I): Continue to implement Traffic-Free Schools projects at existing locations	+	0	0	0	0	0	+	+	+	Note: There is currently no specific infrastructure proposed for this policy other than the signage to close specific streets to vehicular transport at the start and end of the school day. Positive effects can be anticipated through health and wellbeing, increasing safety for active

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										travel, improving air quality and reducing transport related emissions.
4.1: Develop a specification for the inclusion of blue and green infrastructure in active travel networks	+	0	++	+	+	++	+	++	+	The policy itself will not have a direct environmental impact as it involves developing specifications/requirements for blue and green infrastructure as part of any active travel network improvement. Secondary actions if implemented are likely to be positive in nature which can be anticipated through health and wellbeing, biodiversity enhancement opportunities, flood alleviation potential, inclusion of nature-based solutions, water environment enhancements, improving active travel infrastructure and local landscape, encouraging a modal shift and reduction in related emissions.
4.2: Ensure all ATS2 policies and actions align with the recommendations of the Environmental Report to mitigate against adverse impacts	++	+	+	+	+	+	+	++	+	The policy itself will not have a direct environmental impact as it involves embedding recommendations to mitigate against adverse environmental effects. Secondary actions if implemented are wide-reaching and positive in nature, which can be anticipated through health and wellbeing, biodiversity enhancement

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										opportunities, improving active travel infrastructure and local landscape, encouraging a modal shift and reduction in related transport emissions.
4.3: Collaborate with Scottish Canals during the development and implementation of the Scottish Canals Active Travel Strategy	+	0	+	0	+	0	+	+	+	The policy itself will not have a direct environmental impact as it involves exploring opportunities to work in partnership to support the delivery of active travel projects. Secondary actions if implemented have the potential to be positive in nature which can be anticipated through health and wellbeing, improving active travel infrastructure and local landscape, encouraging a modal shift and reduction in related emissions.
4.4: Explore potential to expand responsible active travel access to and within the Campsie Fells such as: - Links between Milngavie and Strathblane - A direct route between Milton of Campsie and Queenzieburn / Kilsyth	+/-	0	+/-	0	+	0	+/-	+	+/-	The policy itself will not have a direct environmental impact as it involves conducting a feasibility study. Secondary actions if implemented are positive effects which can be anticipated through health and wellbeing, connectivity to open and green spaces (including the Campsie Fells), improving active travel infrastructure and local landscape, encouraging a modal shift and reduction in related emissions.

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Improved active travel links within the Campsie Fells, for example from the Crow Road car park										Some minor negative impacts are anticipated (depending on the sensitivity of the receiving environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
4.5: Work with partners to develop a Campsie Fells Signposting Strategy	+	0	0	0	+	0	+	+	0	The policy itself will not have a direct environmental impact as it involves the development of a signposting strategy. Secondary positive effects can be anticipated through improved wayfinding to open and green spaces (Campsie Fells), health and wellbeing, encouraging modal shift and reduction in related emissions.
4.6: Work in partnership with Scottish Canals to optimise the community, transport, and recreational value of the canal towpath and ensure the towpath is well maintained	+/-	0	+/-	0	+	0	+/-	+	+/-	Positive effects can be anticipated through health and wellbeing, connectivity to open and green spaces, improving active travel infrastructure and local landscape, encouraging a modal shift and reduction in related emissions.

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										Some minor negative impacts are anticipated (depending on the sensitivity of the receiving environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
4.7: Expand active travel access to the Forth and Clyde Canal - Investigate improving access to the canal towpath from surrounding towns and villages - Investigate improving active travel connections on the south of the canal between Kirkintilloch and Twechar (incorporating the Hillhead Canal Basin Heritage Project) - Investigate active travel connections from Westerhill to the Canal at Cadder	+/-	0	+/-	0	+	0	+/-	+	+/-	Positive effects can be anticipated through health and wellbeing, connectivity to open and green spaces, improving active travel infrastructure and local landscape, encouraging a modal shift and reduction in related emissions. Some minor negative impacts are anticipated (depending on the sensitivity of the receiving environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.

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4.8: Investigate improved accessibility to Mugdock Country Park via sustainable green active travel routes	+/-	0	+/-	0	+	0	+/-	+	+/-	Positive effects can be anticipated through health and wellbeing, connectivity to open and green spaces, improving active travel infrastructure and local landscape, encouraging a modal shift and reduction in related emissions. Some minor negative impacts are anticipated (depending on the sensitivity of the receiving environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
4.9: Explore potential to support delivery of improved sustainable active travel access along the River Kelvin corridor	+	0	+/-	0	+/-	+/-	+/-	++/-	+/-	The policy itself will not have a direct environmental impact as it involves exploring potential options to enhance sustainable active travel access. Secondary actions if implemented are predominantly positive in nature through health and wellbeing, biodiversity enhancement, use of blue and green infrastructure, connectivity throughout the Kelvin River corridor, improving

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										active travel infrastructure and the local landscape, encouraging a modal shift and reduction in related emissions. Additional benefits are anticipated in relation to climate adaptation and consideration of nature-based solutions along the River Kelvin. Some minor negative impacts are anticipated (depending on the sensitivity of the receiving environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
4.10: Investigate the feasibility of completing the missing links within the Loop Route. Subject to technical feasibility, deliverability and funding, this includes links to be provided via: Strathblane – investigate possible routes: via Old Mugdock Rd	+/-	+	+/-	0	+	0	+/-	+	+/-	The policy itself will not result in direct impacts as it involves initial feasibility work. Secondary actions if implemented are anticipated to have positive effects, anticipated through health and wellbeing, connectivity to open and green spaces, improving active travel infrastructure and local landscape, encouraging a modal shift and reduction in related emissions.

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/ connect with West Highland Way into Milngavie / A81 to Milngavie Reservoirs - Milngavie town centre to Allander Walkway (forms part of A807 Active Travel Corridor project) - investigate with Stirling Council the feasibility of Old Mugdock Road between Strathblane and Mugdock forming a Quiet Rural Route, to provide a link as part of the proposed Loop Route between the Strathkelvin Way and Mugdock Country Park										Some minor negative impacts are anticipated (depending on the sensitivity of the receiving environment) for upgrade phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
4.11 Promote the brand of the Loop Route	+	+	0	0	+	0	+	+	+	The policy itself will not have a direct environmental impact as it involves creating a recognisable identity and improving wayfinding. Secondary actions if implemented are anticipated by encouraging more people to choose walking, wheeling and cycling for everyday journeys and recreation which will have positive effects on health and wellbeing, social cohesion, encourage an uptake in active

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										travel and enhance areas linked by the Loop Route to bring in visitors.
4.12: A more detailed audit of access routes to local green and quality open spaces	±	0	±	0	+	0	±	+	±	The policy itself will not have a direct environmental impact as it involves conducting an audit of access routes to local green and quality open spaces. Secondary actions if implemented are anticipated to have positive effects on community health and wellbeing, air quality improvement and transport emissions reduction through modal shift with anticipated uptake in active travel as well as accessibility improvements. Some secondary minor negative impacts are anticipated (depending on the sensitivity of the receiving environment) for construction phases but medium to long-term impacts are likely to be overall positive through active travel infrastructure improvements. Appropriate mitigation measures (e.g. avoiding sensitive sites and best practice construction methods) should also be implemented.
4.13: Ensure that active travel projects and developments enhance	+	0	+	0	+	++	0	+	+	This policy is anticipated to bring wide-ranging positive effects predominantly in the provision of

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access to local green and open spaces mitigate damage to water courses and where possible provide nature-based flood prevention schemes to alleviate future flood events										nature-based solutions and flood alleviation which will enhance biodiversity value, improve health and well-being, landscape character and climatic factors. The significance of the effects will be dependent on the proposals and sensitivity of the receiving environment.
4.14: Ensure that active travel projects and developments align with Local Development Plan biodiversity policy and emerging Greenspace Strategy and Local Biodiversity Action Plan	+	0	++	0	+	0	0	+	0	This policy is anticipated to bring wide-ranging positive effects predominantly in relation to biodiversity value, health and well-being, landscape character and climatic factors as it involves ensuring any projects and developments through the delivery of the ATS2 support compliance with relevant environmental assessment legislation and policy requirements. The significance of the effects will be dependent on the proposals and sensitivity of the receiving environment.
4.15: Landscaping in active travel projects should be managed appropriately to promote positive outcomes for biodiversity	+/-	0	+/-	+/-	+/-	+/-	+/-	+/-	+/-	Developing the approach to landscaping management itself will not have a direct environmental impact as it involves establishing an approach that supports compliance with relevant environmental assessment legislation and policy requirements.

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										Appropriate maintenance measures are anticipated to have positive effects on biodiversity as well as community health and wellbeing, air quality improvement and transport emissions reduction through modal shift with anticipated uptake in active travel.