




## Appendix B –Ambition and Aims – Options and Reasonable Alternative Assessment

Environmental Factor (Annex 1 of EC Directive)	SEA Objective
Population and Human Health	To improve human health and community wellbeing.
Cultural Heritage	To protect, conserve and where appropriate enhance the historic environment.
Biodiversity, Flora and Fauna	To protect, enhance, create and where necessary restore biodiversity and encourage habitat connectivity.
Soil and Geology	To protect and, where appropriate, use high quality and sensitive soils in a sustainable manner and conserve recognised geodiversity assets.
Landscape	To protect, enhance and, where appropriate, restore landscape character, local distinctiveness and scenic value.
Water Quality	To prevent deterioration and, where possible, enhance the ecological status of water bodies.
Air Quality	To prevent deterioration and, where possible, enhance air quality
Climatic Factors	To contribute towards the reduction of Scottish greenhouse gas outputs in line with Government targets.
	To reduce overall flood risk by ensuring new development is not at flood risk and it doesn't add to the risk elsewhere. For areas already at flood risk secure management measures.
Material Assets	To promote the sustainable use of community assets and natural resources in East Dunbartonshire.

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

## Alternative Ambition for the Active Travel Strategy

SEA Environmental Factors	Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets	ATS Preferred Alternative Option
<p></p> <p><u>Ambition Alternative 1</u> East Dunbartonshire is a walking and cycling friendly area.</p>	+	?	?	?	?	?	+	+	+/?	
<p><b>Assessment Commentary:</b></p> <p>This ambition sets a broad but vague vision that confirms East Dunbartonshire is amenable to active travel but fails to indicate why, how and for whom this will be delivered. It is unclear through this ambition how the Council intends to make the area walking and cycle friendly with no distinct focus.</p> <p>There is potential for this ambition to have positive effect in relation to population, human health, air quality, climatic factors and material assets. The significance of these effects is anticipated to be limited due to the scope of this ambition. The identified positive effects are related to:</p> <ul style="list-style-type: none"> <li>- The increase in physical activity levels through active travel participation</li> <li>- The potential for some level of modal shift away from private car use and resultant reductions in carbon emissions and traffic congestion levels.</li> <li>- The use of and potential improvements to the active travel network and infrastructure</li> </ul>										

	<p>throughout East Dunbartonshire through the implementation of the Strategy.</p> <p>Through this ambition the effects on the remaining environmental factors are uncertain at this stage due to the lack of detailed focus noted within the ambition and limited scope of the Strategy as a result.</p> <p><b>SEA Suggested Alteration:</b> Mitigation in the form of an alteration to the proposed ambition has the potential to benefit the overall Strategy from an environmental perspective. “East Dunbartonshire is a <b>place where</b> walking and cycling <b>for everyday journeys is a convenient, viable, safe and attractive choice for residents, commuters and visitors.</b>”</p>										
<p><u>Ambition Alternative 2</u> East Dunbartonshire is a place where walking and cycling for everyday journeys is a convenient, viable, safe and attractive choice for residents, commuters and visitors.</p> 	<table><tr><td>++</td><td>+/?</td><td>+/?</td><td>+/?</td><td>++</td><td>+/?</td><td>++</td><td>++</td><td>++</td></tr></table> <p><b>Assessment Commentary:</b> This ambition ensures that walking and cycling will be facilitated through the ATS and that East Dunbartonshire is seeking to create an area where active travel is a convenient, viable, safe, attractive and natural choice for residents, workers and visitors and not merely an inferior choice to private car journeys. This will have a significant positive effect in terms of population, human health and wellbeing through the enhancement and promotion of the active travel network with the aim of increasing public participation and physical activity levels and enabling sustainable access to open space assets, leisure and recreational opportunities.</p> <p>Through this ambition the Strategy has the potential to provide a significant positive in terms of landscape character and material assets through the provision of a reasonable and attractive alternative to private car use. With a focus on the provision and enhancement of the active travel network this could lead to increased protection for community and settlement distinctiveness, scenic value and landscape character while improving the active travel infrastructure and links with public transport network to enable convenient and viable journeys (full or part) through active travel alternatives.</p> <p>Through increased provision of the active travel network this ambition could also have a significant</p>	++	+/?	+/?	+/?	++	+/?	++	++	++	
++	+/?	+/?	+/?	++	+/?	++	++	++			

	positive impact in terms of air quality and climatic factors through modal shift towards active travel alternatives, resulting in reduced road congestion levels, carbon emissions reduction and divert East Dunbartonshire's reliance on private car use and the road based network.	
	The impacts anticipated through the active travel network enhancements and improved provision are likely to result in positive impacts in relation to cultural heritage, biodiversity, water quality and soil and geology. This is mainly through the provision of sustainable access alternatives to East Dunbartonshire's natural and historic environment assets, facilities and opportunities. However, these impacts aren't fully certain at this stage and will be scrutinised in more detail within the assessment of the ATS Action Plan where more site specific information, constraints and opportunities are known.	
Ambition Alternative 3 East Dunbartonshire is a place where on-road cycling and footway walking adjacent to roads is permitted where it is safe to do so and supplements road based transport.	0/-      0      0      X      0      X      -      -      0	Assessment Commentary:  Through this alternative ambition there is no significant change proposed to promote or enhance walking and cycling levels throughout East Dunbartonshire. As a result of this, the anticipated effects on human health and wellbeing, cultural heritage, biodiversity, landscape and material assets is likely to be overall neutral. This is mainly due to the fact that the ambition displays a distinct lack of ambition to alter, upgrade or promote the use of active travel alternatives which will limit the scope of the Strategy in terms of infrastructure enhancements and public participation.  With a lack of direction or focus on encouraging active travel use by residents, workers or visitors there is potential that such an ambition will have an adverse impact on human health and wellbeing, air quality and climatic factors as it suggests that active travel alternatives will be merely tolerated rather than promoted and focusses the Councils transport agenda towards road based travel and a continued reliance on private vehicles.

## Alternative Aims for the Active Travel Strategy

SEA Environmental Factors ➔	Population & Human Health	Cultural Heritage	Biodiversity, Flora & Fauna	Soil & Geology	Landscape	Water Quality	Air Quality	Climatic Factors	Material Assets	ATS Preferred Alternative Option
<u>Aim 1</u> <u>Alternative 1</u> Increase the number of walking and cycling journeys in East Dunbartonshire.	+	?	?	?	?	?	+	+	?	
<p><b>Assessment Commentary:</b></p> <p>This aim simply focuses on increasing the number of journeys made by walking or cycling but isn't clear on how this will be facilitated or achieved. As a result, the effects of this aim are uncertain for the environmental factors illustrated above due to the lack of detailed focus, strategic direction and limited scope of the aim for the Strategy.</p> <p>This aim is somewhat vague and draws no distinction between everyday journeys and tourism, however, there is likely to be a minimal positive effect in relation to improved air quality, reduced traffic congestion and carbon emissions levels and the resultant health benefits of these factors along with increased levels of physical activity.</p> <p><b>SEA Suggested Alteration:</b></p> <p>Mitigation in the form of an alteration to the proposed aim has the potential to benefit the overall ambition from an environmental perspective.</p> <p><b>"Facilitate an</b> increase in <b>the proportion of everyday</b> journeys <b>made by</b> walking and cycling in East Dunbartonshire."</p>										
	++	?/+	?/+	?/+	?/+	?/+	++	++	?/+	



	<ul style="list-style-type: none"><li>- Encouraging and contributing to increased provision of active travel infrastructure and participation in physical activity levels throughout East Dunbartonshire.</li></ul> <p>Impacts on the soil and water resources in East Dunbartonshire through the implementation of this aim are uncertain at this stage, although there is potential for adverse impacts on soil quality, loss of peatland areas, drainage and pollutants entering the water system with the construction and integration of new or updated active travel routes throughout East Dunbartonshire.</p> <p>Through the creation of active travel routes and infrastructure improvements there is potential for positive and adverse impacts in relation to cultural heritage, biodiversity and material assets. By creating new active travel routes there is potential for improved sustainable access to East Dunbartonshire’s natural and historic environment designated sites, facilities and assets. Whilst improved access will be positive there is also potential for adverse impacts on these assets in relation to unmanaged increases in visitor numbers to such sensitive, vulnerable and valuable areas through path erosion and degradation of the assets and their setting and surrounding environment. In addition to this, the aim fails to identify the need to maintain or upgrade the existing active travel network or connect existing links and provide new links to create a coordinated network of routes that allow for efficient connections between communities and across East Dunbartonshire. It also fails to incorporate new active travel routes or infrastructure connections to trip attractors such as rail stations, bus hubs and town centres which could result in adverse impact on material assets.</p> <p><b>SEA Suggested Alteration:</b> Mitigation in the form of an alteration to the proposed aim has the potential to benefit the overall ambition from an environmental perspective. “Deliver <b>a more connected network of</b> active travel routes and infrastructure <b>incorporating high environmental and design standards.</b>”</p>										
<p><u>Aim 2</u> <u>Alternative 2</u> Deliver a more connected network of active travel</p>	<table><tr><td>++</td><td>++</td><td>++</td><td>?/+</td><td>++</td><td>?/+</td><td>++</td><td>++</td><td>++</td></tr></table> <p><b>Assessment Commentary:</b> This aim is likely to be significantly positive for most of the set environmental factors, including population and human health, cultural heritage, biodiversity, landscape, air quality, climatic factors</p>	++	++	++	?/+	++	?/+	++	++	++	
++	++	++	?/+	++	?/+	++	++	++			

routes and infrastructure incorporating high environmental and design standards.



and material assets. The positive nature of these effects on the above factors is mainly through the creation of a more integrated and connected network of active travel infrastructure which incorporates high environmental and design standards throughout its delivery. The resultant effects include:



- A modal shift towards active travel alternatives and away from private car and road based transport.
- Improved air quality.
- A reduction in traffic congestion and resultant carbon emissions levels.
- Encouraging and contributing to increased provision of active travel infrastructure and participation in physical activity levels throughout East Dunbartonshire.
- Improved sustainable access to East Dunbartonshire's rich natural and historic environment and through the inclusion of high environmental and design standards into active travel projects (improvements, enhancements or creation of new infrastructure) any impacts should be avoided, reduced or mitigated where possible.
- Improved active travel connectivity to open space and recreational opportunities.
- Improved connectivity between communities and across East Dunbartonshire through active travel means.
- Improved connections with the existing active travel network, core path network, new routes and trip attractors including the public transport network.
- The retention and enhancement of scenic value, settlement character and local distinctiveness throughout East Dunbartonshire through improved active travel infrastructure, improving connectivity and contributing towards a modal shift to more sustainable active travel alternatives.

Impacts on the soil and water resources in East Dunbartonshire through the implementation of this aim are uncertain at this stage, although there is potential for positive effects on soil quality, geological assets and water quality through the inclusion of high environmental and design standards which would alleviate, avoid or mitigate any infrastructure construction related impacts in terms of the loss of peatland areas, drainage and pollutants entering the water system through construction







	schools training or availability of information. Minor positive impacts are expected in terms of health and community wellbeing through increased physical activity levels, together with improved local air quality, traffic congestion and resultant carbon emissions levels through the promotion of active travel alternatives to private car use. The effects of this aim on the areas active travel network and infrastructure is uncertain as it is unclear how the aim will be facilitated.									
<div><div><div>Aim 3</div><div>Alternative 2</div><div>Facilitate the delivery of behaviour change, through activities such as training and promotion of active travel.</div><div></div></div></div>	++	X	X	X	X	X	++	++	+	<div></div>
<div><div>Assessment Commentary:</div><div><p>This proposed aim acknowledges the need to make active travel easier for people to undertake in order to deliver widespread behavioural change. This approach also identifies that programmes of training and promotion need to be carried out in tandem to ensure both those who require training and those who simply need more information to enable them to walk or cycle more are enabled. Significant positive effects are likely through this aim in terms of:</p><ul style="list-style-type: none"><li>- Access and knowledge of the active travel network throughout East Dunbartonshire.</li><li>- Promotion and training of active travel alternatives and routes increasing physical activity and improving health and community wellbeing.</li><li>- Behavioural change and increased knowledge of the existing or enhanced network through the ATS leading to significant modal shift towards active travel, reducing car dependency in one of the highest car ownership districts in Scotland and resulting in reduced traffic congestion and carbon emissions.</li></ul><p>This proposed aim is also likely to result in positive impacts on material assets and the utilisation of the active travel infrastructure through improved training and promotion of active travel routes throughout East Dunbartonshire. In combination with the preferred option for Aim 2, the likely impact on Material assets could be further enhanced in relation to increased provision and creation of vital active travel improvements.</p></div></div>										
	+	X	X	X	X	X	+	X	X	

<p><u>Aim 3</u> <u>Alternative 3</u> Provide group led walking and cycling sessions.</p>	<p><b>Assessment Commentary:</b></p> <p>It is likely that this aim would increase confidence in persons unaccustomed to walking or cycling and may lead to a rise in active journeys. However it is also likely to have limited impact without adequate training and corresponding promotional activities for general unsupervised journeys. General awareness of routes and options is unlikely to be significantly affected by providing group led sessions and without providing interactive training there is a risk that many may choose not to participate in active travel without a guide. Minor positive impacts are anticipated in terms of encouraged physical activity, improved community wellbeing opportunities and improved localised air quality levels through small scale modal shift to active travel alternatives, particularly for leisure.</p>	
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