

Supplementary Agenda

Infrastructure, Regeneration and Economic Development Committee

Date: Wednesday, 6 November 2024

Time: 10:00 a.m.

Format: Hybrid Meeting

Contact: Email: Nicola Moorcroft, Committee Officer.
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Dear Member

ITEM TO FOLLOW

I refer to the agenda for the above meeting that was issued on 24 October 2024 and now enclose a copy of **Item 10 – Appendix 2** which was not available for issue at that time.

Yours faithfully

PETER HESSETT

Chief Executive

Note referred to:-

10 ACTIVE TRAVEL STRATEGY – APPENDIX 2 (EIA)

441 - 452

Submit report by the Chief Officer – Roads and Neighbourhood setting out the commitment to promoting walking, wheeling, cycling and all other non-motorised forms of transport as detailed within the Active Travel Strategy.

Distribution:-

Councillor David McBride (Chair)
Provost Karen Murray Conaghan
Councillor Michelle McGinty
Councillor John Millar
Councillor Lawrence O'Neill (Vice Chair)
Councillor Lauren Oxley
Councillor Chris Pollock
Councillor Martin Rooney
Councillor Gordon Scanlan
Councillor Hazel Sorrell
Councillor Clare Steel
Councillor Sophie Traynor

All other Councillors for information

Chief Executive
Chief Officer – Regulatory and Regeneration
Chief Officer – Roads and Neighbourhood
Chief Officer – Resources

Date issued: 25 October 2024

Assessment No	EIA1094 Active Travel Strategy	Owner	liam.greene
Resource	Regeneration, Environment and Growth	Service	Environment and Neighbourhood
	FirstName	Surname	Job Title
Head Officer	Gail	MacFarlane	Chief Officer Roads and Neighbourhood

Members	Liam Greene - Roads and Transportation Manager Derek Barr - Capital Project Manager Zachary Ferguson - Active Travel Officer
	<i>(Please note: the word 'policy' is used as shorthand for strategy policy function or financial decision)</i>
Policy Title	Active Travel Strategy
	The aim, objective, purpose and intended out come of policy
	The Active Travel Strategy outlines the vision and plan to promote walking, wheeling, and cycling within the Authority's communities in alignment with Scotland's National ambitions. It will help identify and provide sustainable, affordable, and accessible transport for all members of society across West Dunbartonshire
	Service/Partners/Stakeholders/service users involved in the development and/or implementation of policy.
	Regeneration Roads and Transportation Improvement Service Planning Education Environmental Health Communities Greenspace Housing and Employability HSCP SPT Police Scotland Paths for All/Sustrans NHS Elected Members Clydebank Disability Forum Centre 81 Transport Scotland

Does the proposals involve the procurement of any goods or services?	Yes
If yes please confirm that you have contacted our procurement services to discuss your requirements.	No

SCREENING	
<i>You must indicate if there is any relevance to the four areas</i>	
Duty to eliminate discrimination (E), advance equal opportunities (A) or foster good relations (F)	Yes
Relevance to Human Rights (HR)	Yes

Relevance to Health Impacts (H)	Yes
Relevance to Social Economic Impacts (SE)	Yes

Who will be affected by this policy?

Residents of and visitors to WDC, users and potential users of council services in West Dunbartonshire. WDC employees and potential employees.

Who will be/has been involved in the consultation process?

The development of this strategy was supported by a Stakeholder Engagement Programme that enabled a two-way process of dialogue between the council and those engaged with to:

- Identify Active Travel and Behaviour Change issues and opportunities based on the local area and its users.
- Share and understand the desires for future connections across West Dunbartonshire.
- Provide an opportunity to build collaborative and long-term working relationships.
- Provide a platform to obtain accurate and up to date information and inform outcomes.

The overall desire of the engagement programme was to reach as many people as possible and to capture the views of those living, working, and visiting West Dunbartonshire.

In line with the principles of the Engaging Communities Toolkit for West Dunbartonshire, the Stakeholder Engagement Programme was carried out using a variety of communication tools and techniques. These included virtual meetings, online surveys, and in-person events. In this strategy we discuss key insights from the engagement process.

Briefing workshops consisting of virtual one-on-one meetings with local, regional, and national stakeholders. Providing an opportunity to build collaborative working relationships aimed at improving active travel in the region.

Promotional posters designed to help maximise our reach were communicated through various channels such as social media, email, local newspapers, and provided in hard copy at engagement events.

Four in-person drop in events were held in March 2024 occurring at local centres in Clydebank, Alexandria, Balloch, and Dumbarton. The locations of these events are identified the corresponding dates are listed below:

- Monday 11th March: Clydebank Town Hall
- Tuesday 12th March: Alexandria Community Centre
- Wednesday 13th March: St Kessog's Church Hall (Balloch)
- Thursday 14th March: Concord Community Centre (Dumbarton)

A six-week public survey was held online. QR codes and links were shared on posters and at all engagement events and resulted in 122 responses.

Direct engagement with Councillors, education providers and Community Councils provided a variety of perspectives and a broader knowledge base of West Dunbartonshire and its ambition for active travel.

Please outline any particular need/barriers which equality groups may have in relation to this policy list evidence you are using to support this and whether there is any negative impact on particular groups.

Specific group to consider	Needs	Evidence	Impact
<p>Age</p>	<p>17.6% of the population is under the age of 16 and 22% of the population is over the age of 60.</p> <p>According to Transport Scotland “children and young families are disproportionately affected by unsafe or inaccessible street design when compared with other groups”. Destinations associated with young people such as schools should be accounted for.</p> <p>Scotland’s population is ageing meaning an increasing percentage of the population will be over 65. To ensure West Dunbartonshire is futureproofing its transport system active travel should include “encouraging older people to engage in active travel such as cycling or walking could have health benefits and reduce isolation”</p>	<p>Our public consultation detailed a range of support for these areas. With WDC 17.6% of population is under 16 and children and family are disproportionately effected by unsafe and inaccessible street design. Additionally it was noted safer routes and walkways for all age groups. Popular responses related to the better repair of pavements and make it user friendly for disabled with wheelchairs and more walking paths that are well maintained.</p>	<p>Positive - The ATS will ensure inclusive and equitable access to active travel for all. Including people with health conditions, those with different socio and economic needs, and the elderly. Improve actual and perceived safety for those travelling actively, including children, women, and ethnic minority groups.</p>
<p>Disability</p>	<p>23% of the population say their day-to-day activities are limited by long term health problem or disability.</p> <p>Cycling can have additional benefits for disabled people related to both their physical and mental health but “many disabled people don’t get to enjoy the amazing benefits of cycling because of barriers that are put in their way; be they physical, attitudinal or otherwise.”. Any new or upgraded active travel infrastructure or initiatives should be completed in accordance with relevant inclusivity guidance to ensure they are</p>	<p>Census data indicates that 23% of WD say their day-to-day activities are limited by long term health problems or disability. Cycling can have additional positive impacts to health and wellbeing but many do not get this due to barriers in their way. National policy requires us to remove barriers in place and involve them in the design of future active travel projects and initiatives. Disabled people are more reliant on public transport and there is a need for better quality routes that are safe, in good condition and allow for easier access to local services and amenities to ensure easy accessibility. This includes</p>	<p>Positive - There is the opportunity to improve the inclusivity of active travel within West Dunbartonshire to ensure it is suitable of all users. Ensure inclusive and equitable access to active travel for all. Including people with health conditions, those with different socio and economic needs, and the elderly. The priorities set out in National Transport Strategy 2 (2020)vision it to deliver economic growth, take climate action, reduce inequalities and improve</p>

	<p>accessible to all. Active Travel Framework Scotland (2019) sets out Scotland's vision for the future of active travel across the country. It establishes high level outcomes and indicators to improve, develop and monitor active travel in Scotland. This includes 5 strategic objectives:</p> <ul style="list-style-type: none"> • Reduce pollution and carbon emissions, • Deliver liveable communities, • Improve health and safe travel, • Reduce inequalities in areas like employment, service and leisure, • Support sustainable economic growth <p>Going Further: Scotland's Accessibility Travel Framework (2016) is to ensure disabled people's rights are reached by removing transport barriers and including disabled people in the work to do so. This framework was set out to ensure the rights of disabled people are met as per the United Nations Convention on the Rights of Persons with Disabilities (the Convention). Local Development Plan 2 (2020) - Specific reference is made to active travel through a call for 'Creating Places' which includes maintaining the 'distinctive identity' of WDC and including 'green infrastructure' and importantly it states a desire to, "Ensure that streets are safe, comfortable and attractive for all users; creating an accessible, inclusive and walkable network of streets and paths which consider the role of streets as places for people first.</p>	<p>step-free access and improved walkways to vastly improve the experience for all users and make active travel more accessible to everyone. From the survey it was clear that "There are far too many cars parked on pavements and at drop kerbs making using a wheelchair impossible without having to go onto the road to get around the obstacles".</p>	<p>health and well being. The actions in the ATS align with this vision. Active travel can improve access to active travel by supporting people through training and equipment to engage fully in active travel. The ATS will help progress sustainable travel options across West Dunbartonshire, ensuring delivery of actions highlighted in the Council LDP and Strategic Plans. The ATS looks to provide actions and projects that deliver better quality routes that are safe, in good condition and allow for easier access to local amenities and accessible for all. There is a real opportunity to improve the inclusivity of active travel within WD to ensure it is suitable for all users.</p>
Gender Reassign	<p>It is important that everyone feels safe in public streets, routes and public transport, as they are often put off using active and</p>	<p>People of all sexes require fairer and equal access to sustainable transport alternatives and infrastructure. . Use of active travel</p>	<p>Positive, the ATS looks to provide actions and projects that deliver and/or support active and sustainable</p>

	<p>sustainable transport methods due to safety concerns associated with this, especially early in the morning and late at night. However, this should apply to all genders, races, age's, etc. There is a need to ensure that residents who have reassigned their gender are not disproportionately excluded/alienated from fairer and equal access to active travel alternatives such as public transport, and cycling/wheeling walkways that are in good condition and adequately lit.</p>	<p>infrastructure can be hindered by safety concerns which limits where, who, and when people are willing to travel.</p>	<p>approaches for all sexes, ensuring that everyone feels safe. Additionally improvement of active travel and active travel infrastructure, which would involve improving street lighting, etc. offering better opportunities of safe routes for women and other genders.</p>
Marriage & Civil Partnership	N/A	N/A	N/A
Pregnancy & Maternity	<p>There is a need to ensure that people who are pregnant or are on maternity are not being excluded from fairer and equal access to Active and Sustainable Transport alternatives such as public transport, and cycling/wheeling walkways that are in good condition and adequately lit. These options need to be adapted to allow for users/residents who are pregnant or have disabilities.</p>	<p>Comments provided through consultation highlighted the need for dropped kerbs in urban environment for pushchairs and prams. People who are pregnant require better quality and adapted public transport and routes that are safe, in good condition and allow for easier access to local amenities.</p>	<p>Positive as the ATS looks to actively remove barriers and improve quality of routes and access to public transport for those who are pregnant or have young children. The ATS promotes a healthier, safer, and more accessible environment for pregnant individuals, supporting both their physical and mental wellbeing.</p>
Race	<p>There is a need to ensure that BME people and underrepresented communities are given improved and equal access to active travel opportunities such as walking, wheeling and cycling - as well as public transport. There must be a provision of cycling/wheeling walkways that are in good condition and adequately lit, as well as safe public transportation options for these groups.</p>	<p>BME people more reliant on public transport. 29% of people of undertook our survey highlighted a concern over the safety of walking and wheeling. This included those BME participants. By providing active travel infrastructure and initiatives to BME individuals and underrepresented communities, it provides better, safer, affordable and more accessible transportation options for the communities who are often disproportionately reliant on walking, wheeling and public transport due to socioeconomic factors.</p>	<p>Improve actual and perceived safety for those travelling actively, including children, women, and ethnic minority groups. The priorities set out in National Transport Strategy 2 (2020)vision it to deliver economic growth, take climate action, reduce inequalities and improve health and well being. The actions in the ATS align with this vision. Positive, , the ATS looks to provide safer active travel routes and places are safer for BME people and other minorities and underrepresented communities to use.</p>

			There is a need to improve the actual and perceived safety for those travelling actively and this includes BME groups. By making active travel easier and more affordable, the strategy can help address inequalities related to transportation access, particularly in communities that may not currently have adequate accessibility.
Religion and Belief	N/A	N/A	N/A
Sex	Women make up 52% of the population however only 13% cycle to work. This is disproportional to the volume of men. There is a need to improve safety of active travel routes. There is a need to ensure that all woman, including other genders (nonbinary (e.g., genderqueer, genderfluid, etc.) or ungendered (e.g., agender, genderless)) are not excluded from fairer and equal access to Sustainable Transport Alternatives such as public transport, and cycling/wheeling walkways that are in good condition and adequately lit. They must feel safe and allow for women and other noncisgender sexes to use such transport or active travel alternatives without feeling threatened and/or alienated.	Despite making up more than half the population women are significantly less likely to cycle than men and this reflects national trends. In their study on "Travelling in a Woman's Shoes" Arup found that "while women view cycling as good for health, this is negated by the perception that it is the least safe way to travel". Active travel should go beyond physical infrastructure to ensure users feel safe to travel, as often women, in particular, may face more safety concerns when traveling, especially in public spaces or while walking or cycling.	Positive - The ATS will improve actual and perceived safety for those travelling actively, including children, women, and ethnic minority groups. Additionally improvement of active travel and active travel infrastructure, which would involve improving street lighting, etc. offering better opportunities of safe routes for women and other genders. It will also encourage uptake with women, providing them with safer and better quality active travel routes to reduce cases of harassment. The priorities set out in National Transport Strategy 2 (2020)vision it to deliver economic growth, take climate action, reduce inequalities and improve health and well being. The actions in the ATS align with this vision.
Sexual Orientation	See sections for sex, race, pregnancy & maternity, gender reassign, disability and age.	See sections for sex, race, pregnancy & maternity, gender reassign, disability and age.	See sections for sex, race, pregnancy & maternity, gender reassign, disability and age.
Human Rights	There is a need to ensure active and sustainable travel policies/projects/actions consider human rights. It is	National evidence has been provided by the Sustainable Development Goals (SDG's), Scottish and UK Governments policies and strategic goals.	Positive, there is an opportunity to improve the inclusivity of active travel to ensure it is suitable for all users.

	<p>essential that the views and needs of children and also considered. Notably, the Just Transition, Green Economy, Sustainable Development Goals (SDG's), Upskilling and Reskilling for more fairer and sustainable forms of public transport and active travel infrastructure.</p>	<p>Right to Freedom of Movement (Article 13, Universal Declaration of Human Rights) - The promotion of active travel helps enhance the ability of individuals—especially those without access to cars, such as low-income families, children, and people with disabilities—to move freely within their communities. Additionally, Improved connectivity and safer streets increase access to jobs, services, and leisure activities, enabling individuals to exercise their right to movement. Right to Non-Discrimination ensures equal access for all groups, regardless of gender, age, disability, or socioeconomic background. This may include designing accessible footpaths and cycleways, and considering the safety of vulnerable populations.</p>	<p>Furthermore, While not explicitly stated in the Universal Declaration of Human Rights, the right to a healthy and sustainable environment is increasingly recognised as essential to human rights. The Active Travel Strategy supports this by promoting sustainable transportation options, reducing emissions, and creating greener, more livable urban spaces. Safer streets, better lighting, and traffic calming measures can also enhance the security of individuals, particularly for women and children who may feel vulnerable in public spaces.</p>
Health	<p>Cycling can have additional benefits for disabled people related to both their physical and mental health but “many disabled people don’t get to enjoy the amazing benefits of cycling because of barriers that are put in their way; be they physical, attitudinal or otherwise.”. Any new or upgraded active travel infrastructure or initiatives should be completed in accordance with relevant inclusivity guidance to ensure they are accessible to all.</p> <p>Regional Transport Strategy (RTS) published by Strathclyde Partnership for Transport (SPT). This highlights the transport needs for the region and outlines that unlocking healthy lifestyles through active living as a key issue.</p> <p>Active Travel Framework Scotland (2019) sets out Scotland’s vision for the future of active travel across the country. It establishes high level outcomes and indicators to improve, develop and monitor active</p>	<p>Use of active travel infrastructure can be hindered by safety concerns which limits where, who, and when people are willing to travel. Transport Scotland states that “integrating active travel into a commute is a sustainable way of engaging in exercise, which is important as maintaining consistent levels of physical activity is crucial to accruing the associated health benefits”. Active travel contributes to mental well-being by reducing stress levels and improving mood with users being more satisfied with this form of transport than any other. This is further emphasised in the Clydeplan development plan which vision includes low carbon, connectivity, and health and well-being, among others</p>	<p>Ensure inclusive and equitable access to active travel for all. Including people with health conditions, those with different socio and economic needs, and the elderly. Promote active travel for individual health gains, including mental wellbeing. Improve actual and perceived safety for those travelling actively, including children, women, and ethnic minority groups. The priorities set out in National Transport Strategy 2 (2020)vision it to deliver economic growth, take climate action, reduce inequalities and improve health and well being. The actions in the ATS align with this vision. The measures proposed in the ATS enable people access to greenspace, reduce dependence on the private car, cater to children, and encourage everyday active travel</p>

	<p>travel in Scotland. This includes 5 strategic objectives:</p> <ul style="list-style-type: none"> • Reduce pollution and carbon emissions, • Deliver liveable communities, • Improve health and safe travel, • Reduce inequalities in areas like employment, service and leisure, • Support sustainable economic growth <p>Public Health Priorities for Scotland (2018) - This document contains five priorities which are relevant to active travel.</p> <ol style="list-style-type: none"> 1. A Scotland where we live in vibrant, healthy, and safe places and communities 2. A Scotland where we flourish in our early years 3. A Scotland where we have good mental wellbeing 4. A Scotland where we have a sustainable, inclusive economy with equality of outcomes for all 5. A Scotland where we eat well, have a healthy weight and are physically active 		<p>will help to achieve these priorities. The ATS will promote active travel for individual health gains, including mental wellbeing. By increasing our focus on active travel, we aim to enhance the health and well-being of our residents, improve air quality, reduce congestion, and contribute to the economic vitality of communities. Promotion of physical health to improve cardiovascular health, strengthen muscles, and maintain a healthy weight West Dunbartonshire has a large rural area with multiple green assets with specific goals to promote health, The health implications for the individual as well as the environment are well understood and should be emphasised in the ATS</p>
<p>Social & Economic Impact</p>	<p>Fewer households in West Dunbartonshire own private vehicles than the national average, showing an existing user base for alternative more sustainable travel modes. Within our own region, we have the Local Development Plan 2 (LDP2)¹⁸ which sets out our spatial plans for the area. The LDP2 has an underlying theme of Climate Change for all goals and initiatives, with specific emphasis on the reduction of carbon emissions and taking a green infrastructure first approach. Our Climate Change Strategy¹⁹ includes sustainable travel as a key programme to inspire change and lists “Improving Infrastructure for walking, cycling and remote working” as a key</p>	<p>Many members of the community face the challenge of having limited access to cycles. Of those who commented on our survey 61% of those who answered do not own a cycle due to cost of purchase and maintenance. Tourism is an attractor for the region with Loch Lomond and The Trossachs National Park drawing in visitors from within and beyond West Dunbartonshire. This provides an opportunity to encourage sustainable tourism and sustainable economic growth. NPF4 - The 20-minute neighbourhood concept is very applicable to the ATS through ensuring that enabling measures are in place to realise this aim. This is further emphasised in the Clydeplan development plan which vision includes low carbon, connectivity, and</p>	<p>By increasing our focus on active travel we and can contribute to the economic vitality of communities. Active travel routes should focus on linking the population with the economic areas. The economy is a key priority that should aim to address inequalities and ensure inclusive and equitable access to active travel for all. Including people with health conditions, those with different socio and economic needs, and the elderly. The strategy promotes social inclusion by offering safer, more accessible transport options for disadvantaged groups, while reducing transport inequality. Additionally, it</p>

	<p>investment priority. Within the LDP2 there is a spatial strategy which is divided into two focus areas: key development and regeneration areas (termed Delivering Our Places), and key assets. The role that transport, and specifically active travel, can play relating to both is in improving connectivity specifically focusing on: Town Centres</p> <ul style="list-style-type: none"> •Aimed at creating vibrant and liveable spaces of which a modal shift contributes to car free areas in the city. •Likewise, active travel should form part of the links creating a 'network of strategic town centres'. <p>Business and Industry</p> <ul style="list-style-type: none"> •Active travel routes should focus on linking the population with the economic areas. •The economy is a key priority that should aim to address inequalities <p>This is further emphasised in the Clydeplan development plan which vision includes low carbon, connectivity, and health and wellbeing, among others. This strategy also lists several locations that should be a focus for development in the area.</p> <p>Active Travel Framework Scotland (2019) sets out Scotland's vision for the future of active travel across the country. It establishes high level outcomes and indicators to improve, develop and monitor active travel in Scotland. This includes 5 strategic objectives:</p> <ul style="list-style-type: none"> • Reduce pollution and carbon emissions, • Deliver liveable communities, • Improve health and safe travel, • Reduce inequalities in areas like employment, 	<p>health and well-being, among others</p> <p>Local Development Plans should support the principle and development of 20-minute neighbourhoods (places where people can meet the majority of their daily needs within a reasonable walk, wheel or cycle of their home. The concept can be adjusted to varying geographical scales</p> <p>By increasing our focus on active travel we and can contribute to the economic vitality of communities. Active travel routes should focus on linking the population with the economic areas. The economy is a key priority that should aim to address inequalities</p>	<p>helps lower carbon emissions, contributing to long-term environmental and economic resilience. By creating safer, vibrant public spaces, it strengthens community cohesion. There is the opportunity to actively benefit from local knowledge by ensuring that community involvement is embedded in future work.</p> <p>Ensure inclusive and equitable access to active travel for all. Including people with health conditions, those with different socio and economic needs, and the elderly.</p> <p>Improve actual and perceived safety for those travelling actively, including children, women, and ethnic minority groups.</p> <p>The priorities set out in National Transport Strategy 2 (2020)vision it to deliver economic growth, take climate action, reduce inequalities and improve health and well being. The actions in the ATS align with this vision.</p> <p>The 20-minute neighbourhood concept is very applicable to the ATS through ensuring that enabling measures are in place to realise this aim.</p> <p>The ATS considers the enabling factors of the low economic threshold to entry into active travel. The health implications for the individual as well as the environment are well understood and are emphasised in the ATS. Active travel has strong environmental credentials and the proposals in the ATS will cater to the communities</p>
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	<p>service and leisure, •Support sustainable economic growth</p> <p>National evidence from both Scottish and UK Governments, and evidence from our two public consultations, highlight the need to ensure that active and sustainable travel alternatives to fossil fuel travel (including associated active travel networks) has to ensure that it positively improves the social and environmental impacts of the area. This includes the need to upskill and reskill local residents for this.</p>		<p>of West Dunbartonshire by facilitating sustainable travel. The ATS will connect key land uses and destinations via a coherent active travel network, taking advantage of public transport connections as well as blue-green infrastructure improvements improving economic growth</p>
Cross Cutting	<p>Engagement and participation of all groups, both inside and outside WDC, will benefit the effective delivery of the ATS and foster new partnerships. Engagement and participation of a wide variety of stakeholders, both internal of WDC and external, will benefit the effective delivery of the ATS and foster new partnerships. This allows for a variety of themes or considerations that impact multiple areas of the assessment, such as social equity, environmental sustainability, and economic viability to be considered by all involved. They require integrated solutions that consider various perspectives and stakeholder needs</p>	<p>The overall desire of the engagement programme was to reach as many people as possible and to capture the views of those living, working, and visiting West Dunbartonshire. In line with the principles of the Engaging Communities Toolkit for West Dunbartonshire, the Stakeholder Engagement Programme was carried out using a variety of communication tools and techniques. These included virtual meetings, online surveys, and in-person events. A number of community/action/key stakeholder groups were consulted to ensure a wide range of views were collected to allow us to attempt to address as many barriers as possible. Through our stakeholder events it was clear that a variety of themes were ever present. Additionally, individuals and groups/communities can simultaneously be members of more than one disadvantaged group, which can multiply the negative impacts and reduce the uptake in active travel methods.</p>	<p>Positive, the ATS will be an inclusive opportunity to effectively and fairly engage with all groups. With potential to gather more vital feedback and information, whilst expanding partnerships and relationships with all. The Strategy will not only address specific transport-related challenges but also contribute positively to broader social, economic, and environmental goals. By focusing on inclusivity, health, sustainability, and community well-being, the strategy can effectively demonstrate its positive impact on cross-cutting issues.</p>

Actions

Policy has a negative impact on an equality group, but is still to be implemented, please provide justification for this.

N/A - The ATS will provide a positive impact

Will the impact of the policy be monitored and reported on an ongoing basis?

There is a monitoring and development plan to support the implementation of any project brought forward through the strategy. Additionally as projects are brought forward to design stage there are additional opportunities to consult and engage with various stakeholders so that their views, needs and concerns can be incorporated into the design. Similarly as funding is identified and projects progressed there is an opportunity to create actions and monitor performance through the Council performance system.

Q7 What is your recommendation for this policy?

Introduce

Please provide a meaningful summary of how you have reached the recommendation

EIA 1094: There will be positive impacts for various protected groups and across human rights and health and social/economic areas as detailed in the Equality Impact Assessment. The AATS has taken an approach to implement active travel alternatives through applying principles of the Sustainable Development Goals (SDGs) and the Just Transition.

Furthermore, we want to take this forward in a way that ensures public transport, active and sustainable travel alternatives are more fair and equal, considering alienated minorities and notably those in poverty - so it can empower women and those with disabilities, etc. to make Sustainable travel choices and improve the local economy.