



# IMPROVING SUSTAINABLE TRANSPORT CONNECTIONS – Strategy & Action Plan Appendix B – Action Plan Tables



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## Appendix B - Action Tables

The action tables are presented separately for:

- Travelling Less
- Zero-emission transport
- Active Travel

The main focus for managing delivery through the plan in Tables B1 to B3 are categorised as:

- Delivered by the Council (CS)
- Where the Council is the statutory overseeing public body (PDO)
- Services where the Council is charged with enabling other organisations (EO).

**Table B1 – Travelling Less**

Action	Scope	Timescale	Focus	External Factors	Service Lead and Supporting Service Areas	Stakeholder Engagement	Resourcing	Monitoring
<p>Prepare a forward programme for the decarbonisation of transport infrastructure and services including net-zero maintenance of existing infrastructure and services, and net-zero construction and operation of new zero carbon solutions.</p>	<ul style="list-style-type: none"> <li>◆ Prepare an asset management register to account for all carbon associated with Council owned transport assets including embodied carbon. This includes: roads, footpaths, parking areas, bus shelters, vehicles, depots, garages, street lighting, and other similar and related assets.</li> <li>◆ Ensure that this takes account of the current depot rationalisation project with the move to a two depot approach and with the decommissioning of Council buildings due to increased staff remote working patterns as a result of the COVID19 Pandemic.</li> <li>◆ Prepare a maintenance and renewal plan for all assets to achieve decarbonisation by 2045.</li> <li>◆ Refresh the carbon account at least annually.</li> </ul>	<p>2023 - then updated annually</p>	<p>Corporate (PDO)</p>	<p>The changing economics of the circular economy will mean that whole life carbon associated with assets may change</p> <p>Current national target for local government is to phase out the need for new petrol and diesel cars and vans by 2025 at the latest.</p>	<p><b>Fleet and Waste Shared Services; Asset Management.</b></p> <p>Energy &amp; Compliance; Roads and Transportation</p>	<p>All Council Services</p>	<ul style="list-style-type: none"> <li>◆ Council Revenue for staff costs.</li> <li>◆ Council Capital</li> <li>◆ Various Scottish Government funding opportunities.</li> <li>◆ Money is held in TS, so we have to bid for it. So building in a resource to apply for the money. TS being centralised more regarding funding.</li> </ul>	<ul style="list-style-type: none"> <li>◆ Assets monitored on an annual basis and carbon accounting needs to be added.</li> <li>◆ Key statistics should be added to the mandatory climate change reporting in the Council.</li> <li>◆ Will be monitored and reviewed by Climate Change Action Group on a regular basis.</li> <li>◆ When a register is developed, and when actions are developed, this will be input into internal risk management system.</li> </ul>

Action	Scope	Timescale	Focus	External Factors	Service Lead and Supporting Service Areas	Stakeholder Engagement	Resourcing	Monitoring
Ensure comprehensive coverage of facilities for electric vehicles including charging facilities.	<ul style="list-style-type: none"> <li>◆ Ensure West Dunbartonshire's EV charging infrastructure network is reliable, accessible, financially sustainable and meets the demands of motorists including affordable charging options for households without off street parking.</li> <li>◆ Identify on and off street parking areas suitable for home/destination and rapid top up electric vehicle charging, encouraging chargepoint operators to install and operate facilities at these locations including SWARCO/Chargeplace Scotland/Instavolt/Tesla/Gridserve/Podpoint/Pulse and others including, negotiating affordable tariffs for residents and businesses at specific residential and employment locations through partnership agreements.</li> <li>◆ Ensure development planning policies recognise the need for a consistent approach to growing EV charging infrastructure and land use recognising the different needs of home/destination EV charging and rapid top up EV charging.</li> <li>◆ Input to prioritisation of Energy Grid upgrade priorities, including support for charge point providers as appropriate, to ensure timely provision of upgrades for local needs.</li> <li>◆ Utilise recommendations as part of the 'Switched on Towns and Cities (SoTC) Feasibility Study.</li> </ul>	2022-Onwards	Corporate; Wider Community (PDO, EO)	<ul style="list-style-type: none"> <li>◆ Improvement of battery technology, and increasing EV ranges so charging demand evolving rapidly.</li> <li>◆ Costs for EV's is likely to reduce as market becomes more competitive, and as second hand market improves.</li> <li>◆ Changes and/or improvement of vehicle charging technologies.</li> <li>◆ Changes in service provision and access to charge points (e.g. the likes of BP developing EV 'fuelling stations' and therefore increasing electricity costs for EV</li> </ul>	<b>Roads and Transportation; Fleet and Waste Shared Services; Planning</b>  Asset Management; Energy & Compliance;	<ul style="list-style-type: none"> <li>◆ Charge point network providers;</li> <li>◆ Scottish Government;</li> <li>◆ Scottish Power Networks</li> </ul>	<ul style="list-style-type: none"> <li>◆ Council Revenue for staff costs.</li> <li>◆ Council Capital.</li> </ul>	<ul style="list-style-type: none"> <li>◆ Will be monitored and reviewed by Climate Change Action Group and internal risk management system.</li> <li>◆ Report to Scottish Government on an annual basis through mandatory climate change reporting.</li> <li>◆ Ensure national Zapmap data is fully up to date including recording of user satisfaction</li> </ul>

Action	Scope	Timescale	Focus	External Factors	Service Lead and Supporting Service Areas	Stakeholder Engagement	Resourcing	Monitoring
Expand Electric Vehicle (EV) charging points and facilities across the Council estate.	<ul style="list-style-type: none"> <li>◆ Set targets for transition to electric vehicles building from current capability to deliver up to 25% of distance travelled in electric vehicles towards 100%.</li> <li>◆ Ensure that the appropriate number of fleet charging points are installed to accommodate decarbonised fleet, taking account of the changing characteristics of the EV fleet, and the depot rationalisation for building use/consolidation and staff travel uses (e.g. DLO for building repairs, etc.).</li> <li>◆ The Climate Change Action Plan CCAP will be used in discussions with the Climate Change Action Group to set targets in line with overall net-zero agenda.</li> <li>◆ Utilise recommendations as part of the 'Switched on Fleets (SoF) Feasibility Study. For example, to set targets for number of vehicle charging points and vehicle reductions.</li> </ul>	2022-2025  (Long- term target of 2030).	Corporate; (CS)	<ul style="list-style-type: none"> <li>◆ Changes and/or improvement of vehicle charging technologies.</li> <li>◆ Changes in service provision and access to charge points (e.g. the likes of BP developing EV 'fuelling stations' and therefore increasing electricity costs for EV charging.</li> <li>◆ Requirements for electricity grid improvements and installation of sub-stations to accommodate increased reliance on the national grid.</li> </ul>	<p><b>Fleet and Waste Shared Services; Asset Management; Corporate Services.</b></p> <p>Energy and Compliance; Roads &amp; Transportation</p>	<ul style="list-style-type: none"> <li>◆ Energy Savings Trust (EST);</li> <li>◆ Transport Scotland;</li> <li>◆ Scottish Government</li> </ul>	<ul style="list-style-type: none"> <li>• Council Capital;</li> <li>• Transport Scotland Funding</li> </ul>	<ul style="list-style-type: none"> <li>◆ Will be monitored and reviewed by CCAG on a regular basis and our internal risk management system.</li> <li>◆ Report to Scottish Government on an annual basis through mandatory climate change reporting.</li> <li><b>Scottish Government Targets:</b></li> <li>• Where feasible, Public Bodies must decarbonise their fleet by <b>2025</b>.</li> </ul>

Action	Scope	Timescale	Focus	External Factors	Service Lead and Supporting Service Areas	Stakeholder Engagement	Resourcing	Monitoring
Consolidate and reduce the Council's pool fleet, ensuring that remaining fossil fuel fleet are replaced with Ultra-Low Emission Vehicles (ULEVs) or Zero Emission Vehicles (ZEVs) where technically feasible.	<ul style="list-style-type: none"> <li>◆ A staff travel and fleet management system will be developed and implemented to encourage and support sustainable travel choices.</li> <li>◆ Encourage behaviour to limit use of car as much as possible but when a car is required it should be electric. Improved management of low carbon transport - develop procedure for this including deployment of pool e-bikes.</li> <li>◆ Review use of remaining fossil fuel powered vehicles taking account of depot rationalisation and ensure internal financial and carbon accounting are aligned with net-zero objectives including offsetting any unavoidable fossil fuel use.</li> <li>◆ This action is also included in the Climate Change Action Plan.</li> </ul>	2022-2025  (Long- term target of 2030).	Corporate (CS)	<ul style="list-style-type: none"> <li>◆ Improvement of battery technology, therefore increasing EV ranges.</li> <li>◆ Costs for EV's is likely to reduce as market becomes more competitive, and as second hand market improves.</li> </ul>	<p><b>Fleet &amp; Waste Shared Services; Asset Management; Corporate Services.</b></p> <p>Roads &amp; Transportation; Energy &amp; Compliance;</p>	<ul style="list-style-type: none"> <li>◆ Energy Savings Trust (EST);</li> <li>◆ Transport Scotland;</li> <li>◆ Scottish Government</li> </ul>	<ul style="list-style-type: none"> <li>• Council Capital;</li> <li>• Transport Scotland Funding</li> </ul>	<ul style="list-style-type: none"> <li>◆ Will be monitored and reviewed by CCAG on a regular basis and our internal risk management system.</li> <li>◆ Report to Scottish Government on an annual basis through mandatory climate change reporting.</li> </ul> <p><b>Scottish Government Targets:</b></p> <ul style="list-style-type: none"> <li>• Where feasible, Public Bodies must decarbonise their fleet by <b>2025.</b></li> </ul>

Action	Scope	Timescale	Focus	External Factors	Service Lead and Supporting Service Areas	Stakeholder Engagement	Resourcing	Monitoring
Expand provision of shared electric vehicles to residents and staff to ensure all areas have easy access to shared electric vehicles.	<ul style="list-style-type: none"> <li>◆ Set up a low carbon vehicle partnership to enable pooling of Council vehicles through partnerships with car club operators. This will also assist in ensuring open use of cars across all parts of the Council and its partners.</li> <li>◆ Ensure comprehensive coverage of electric shared cars for all areas with a current or potential demand for their use.</li> </ul>	2023 Onwards	Corporate; Wider Community (CS, EO)	<ul style="list-style-type: none"> <li>◆ Rate of expansion of car club sector</li> <li>◆ Changing contribution of peer to peer and fleet based car clubs</li> </ul>	<b>Fleet &amp; Waste Shared Services; Legal Services</b>	<ul style="list-style-type: none"> <li>◆ Enterprise, Hertz, CoWheels and other car club operators</li> <li>◆ CoMoUK</li> </ul>	<ul style="list-style-type: none"> <li>◆ Council Revenue for staff costs.</li> <li>◆ Council Capital</li> <li>◆ Various Scottish Government funding opportunities - e.g. Sustrans</li> </ul>	<ul style="list-style-type: none"> <li>◆ Will be monitored and reviewed by CCAG on a regular basis and our internal risk management system.</li> <li>◆ Report to Scottish Government on an annual basis through mandatory climate change reporting.</li> </ul>
Designate some streets and areas as Low Emission Zones (LEZ) to help accelerate the take up of zero emission transport in these locations.	<ul style="list-style-type: none"> <li>◆ Identify where higher emission vehicles including delivery van traffic could have new incentives to switch to electric vehicles by designating certain residential streets as LEZ. Need to avoid situation where companies moving to cleaner vehicles are undercut by companies using legacy fleets.</li> <li>◆ Pinpoint areas with higher pollution and emissions, including outside schools, etc. This will be identified using national datasets or Council's own sensory data.</li> </ul>	2024 Onwards	Corporate; Wider Community (PDO)	<ul style="list-style-type: none"> <li>◆ Need to set limits recognising need to support wider trends in rate of decarbonisation of PSV, LGV and HGV vehicles</li> </ul>	<b>Roads &amp; Transportation; Air Quality Team</b>	<ul style="list-style-type: none"> <li>◆ Energy Saving Trust</li> </ul>	<ul style="list-style-type: none"> <li>◆ Council Revenue for staff costs.</li> <li>◆ Council Capita</li> <li>◆ Government and Energy Saving Trust funding</li> </ul>	As previous.



Action	Scope	Timescale	Focus	External Factors	Service Lead and Supporting Service Areas	Stakeholder Engagement	Resourcing	Monitoring
Introduce bus service improvement partnerships (BSIP) with all local operators to ensure that local travel needs are fully met for all people to live well without a car	<ul style="list-style-type: none"> <li>◆ Review where bus priority could help to make bus travel times more competitive.</li> <li>◆ Improve information about bus provision including working with operators to ensure accessible, affordable and up to date travel information for all including real time updates at stops.</li> <li>◆ Ensure bus routes interchange with other transport including safe walking routes to stops</li> <li>◆ Ensure reliable service provision by planning joint approaches with operators to ensure buses can operate to schedule during periods of disruption such as roadworks.</li> <li>◆ Introduce incentives including support for ticket purchase and new facilities for local bus operators to adopt electric and other zero emission buses as widely as possible and as early as possible on the West Dunbartonshire network</li> <li>◆ Support the development of demand responsive transport supply (including taxis) to link with bus services to expand public transport network coverage to all people including those with more limited mobility</li> </ul>	2023 onwards	Corporate; Wider Community (PDO)	◆ Increasing dependence of bus industry on national funding with national influence on provision including changing provision of grants and concessionary fares	<b>Roads and Transportation; Human Resources</b>  Communications; Energy & Compliance; Roads & Transportation, Education; HSCP	◆ Transport Scotland	<ul style="list-style-type: none"> <li>◆ Council Revenue for staff costs.</li> <li>◆ Council Capital</li> <li>◆ Transport Scotland BSIP funding</li> </ul>	<ul style="list-style-type: none"> <li>◆ Will be monitored and reviewed by Climate Change Action Group and internal risk management system.</li> <li>◆ Report to Scottish Government on an annual basis through mandatory climate change reporting.</li> </ul>

Action	Scope	Timescale	Focus	External Factors	Service Lead and Supporting Service Areas	Stakeholder Engagement	Resourcing	Monitoring
Reform regulatory systems to align with net-zero transport	<ul style="list-style-type: none"> <li>◆ Progressively increase licensing charges for fossil fuelled taxis and private hire vehicles to encourage all operators to use electric vehicles.</li> <li>◆ Restrict council use of taxis and private hire vehicles to companies able to supply electric vehicles.</li> </ul>	2024 Onwards	Wider Community (PDO)		<b>Legal Services; Licensing; Procurement</b>		◆ Council Revenue for staff costs.	As previous.

**Table B2 – Zero-Emission Transport**

Action	Scope	Timescale	Focus	External Factors	Service Lead and Supporting Service Areas	Stakeholder Engagement	Resourcing	Monitoring
Reduce the demand for travel by improving access to opportunities for more local and/or shorter trips, vehicle sharing, and access to Zero-Emission transport	<ul style="list-style-type: none"> <li>◆ Monitor and manage access to opportunity including benchmarking the opportunities for people to access goods and services locally compared with other parts of Scotland. The plan to tackle gaps in access should identify and update land use planning, information, parking, transport and neighbourhood plans to tackle identified gaps.</li> <li>◆ Use completed review of speed limits to prioritise wider introduction of 20mph zones through phased introduction, prioritising key pedestrian routes and areas</li> <li>◆ Implement community plan and NPF4 proposals for improved local services including Council service point locations. And implementing the national 20 minute neighbourhood concept, Partner with service providers and suppliers to support delivery of more local services including selected NHS services delivered through local health centres, community schools facilities and supporting the sale of additional goods through local retailers including local affordable fresh food and vegetables</li> <li>◆ Traffic management improvements</li> </ul>	2022 Onwards	Corporate; Wider Community (PDO)	Wider public debate about travel demand needs will partly shape terms of local debate and require local responses to what is happening nationally including on road pricing plans	<p><b>Regeneration; Planning; Roads and Transportation; Communities; Greenspace</b></p> <p>Energy and Compliance; Asset Management; Communications; Communities; Education; HSCP; GIS; Air Quality; Environmental Health.</p>	<ul style="list-style-type: none"> <li>◆ Local Community including town centre/retail forums and residents associations</li> <li>◆ Funders - Scottish government (via Sustrans, Paths for All, etc)</li> </ul>	<ul style="list-style-type: none"> <li>◆ Council Revenue for staff costs.</li> <li>◆ Council Capital</li> <li>◆ Sustrans;</li> <li>◆ Various Scottish Government funding opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>◆ Will be monitored and reviewed by Climate Change Action Group and internal risk management system.</li> <li>◆ Report to Scottish Government on an annual basis through mandatory climate change reporting.</li> </ul>

Action	Scope	Timescale	Focus	External Factors	Service Lead and Supporting Service Areas	Stakeholder Engagement	Resourcing	Monitoring
	including controlled access to certain streets, including in town centres, where required to improve access for local residents and , businesses and emergency vehicle consistent with creating walkable neighbourhoods.							
Improve information about sustainable transport opportunities and options including sharing of data on travel patterns amongst people and businesses to assist with collaborative planning. This should ensure that information and data is clear, easy to understand, accurate and easily accessible.	<ul style="list-style-type: none"> <li>◆ Encouragement for every travel decision to be informed by sustainability principles (implementing the national transport strategy transport hierarchy concept)</li> <li>◆ Promote road sharing policies to explain to local residents and businesses the recent changes in the highway code that place a greater responsibility on vehicle users to protect walkers and cyclists.</li> <li>◆ Set up a sustainable transport forum (as part of the Climate Change Community Forum) to agree opportunities and barriers for sustainable travel with detailed "how to travel sustainability guides" targeted by population segment and council staff group.</li> <li>◆ Map access to opportunities showing travel time, cost and safety factors affecting access for car and non car travel options. Publish this as open GIS data, with layers for travel data, public/crowd sourced inputs, and other</li> </ul>	2022-2045	Wider Community (PDO, EO)	Ensure local inputs respond to evolving national debates such as on new Highway Code and new technology	<b>Roads and Transportation; Communications</b>  Communities; Energy & Compliance; Regeneration; Planning (GIS)	<ul style="list-style-type: none"> <li>◆ Local Community including town centre/retail forums and residents associations</li> <li>◆ Funders - Scottish government (via Sustrans, Paths for All, etc)</li> </ul>	<ul style="list-style-type: none"> <li>◆ Council Revenue for staff costs.</li> <li>◆ Council Capital</li> <li>◆ Paths for All – Smarter Choices Funding;</li> </ul>	<ul style="list-style-type: none"> <li>◆ Will be monitored and reviewed by Climate Change Action Group and internal risk management system.</li> <li>◆ Report to Scottish Government on an annual basis through mandatory climate change reporting.</li> </ul>

Action	Scope	Timescale	Focus	External Factors	Service Lead and Supporting Service Areas	Stakeholder Engagement	Resourcing	Monitoring
	Council data on use and identified challenges.							
Develop a consistent approach to land use planning and sustainable transport ( <i>including active travel provisions</i> )	<ul style="list-style-type: none"> <li>◆ Publish guidelines for sustainable transport in new developments including requirements for travel plans and new parking standards consistent with neighbourhood parking needs. Link to evolving new national guidance (e.g. SCOTS) and social justice policies for access to all, not only parking.</li> <li>◆ Ensure that all new Council and private developments integrate a net zero transport approach (e.g. car parking standards consistent with need, infrastructure, parking for cycles and EV Charge Points, etc.)</li> <li>◆ Undertake a strategic environmental assessment of sustainable transport approaches in the proposed new development plan.</li> <li>◆ Prepare travel plan for Queen's Quay to bring transport aims into line with sustainability aims for the development</li> </ul>	2022 - 2045	Corporate; Wider Community (PDO)	Evolving approaches under National Planning Framework 4 (NPF4); and new building regulations	<b>Planning and Building Standards.</b>  Roads and Transport, Regeneration; Energy & Compliance.	<ul style="list-style-type: none"> <li>◆ Local Community including town centre/retail forums and residents associations</li> <li>◆ Funders - Scottish government (via Sustrans, Paths for All, etc)</li> </ul>	<ul style="list-style-type: none"> <li>◆ Council Revenue for staff costs.</li> <li>◆ Council Capital</li> </ul>	<ul style="list-style-type: none"> <li>◆ Will be monitored and reviewed by Climate Change Action Group and internal risk management system.</li> <li>◆ Report to Scottish Government on an annual basis through mandatory climate change reporting.</li> </ul>

Action	Scope	Timescale	Focus	External Factors	Service Lead and Supporting Service Areas	Stakeholder Engagement	Resourcing	Monitoring
Transport and parking supply designed to ensure fair access to all.	<ul style="list-style-type: none"> <li>◆ Review current investment in parking provision and maintenance to ensure it is consistent with sustainability and equity goals. Include all public and private parking, including retailer provided parking, and work in partnership with private parking providers to ensure inclusive and equitable parking approaches.</li> <li>◆ Set tariffs for parking including free parking that ensure sustainability and equity for all.</li> <li>◆ Ensure availability of sufficient parking for slow home/destination charging for electric vehicles by all residents and businesses recognising the prevailing take up of electric vehicles in the community.</li> </ul>	2023-2045	Wider Community (PDO, CS)	<p>Potential land taxation changes affecting the costs of land used for parking.</p> <p>New national pavement parking regulations</p>	<p><b>Roads and Transportation Planning; Regeneration;</b></p> <p>Energy &amp; Compliance;</p>	<ul style="list-style-type: none"> <li>◆ Local community including potentially community wardens</li> <li>◆ Parking management/enforcement partners</li> </ul>	<ul style="list-style-type: none"> <li>◆ Council Revenue for staff costs.</li> <li>◆ Investment via parking enforcement/management partner.</li> <li>◆ Council Capital</li> </ul>	<ul style="list-style-type: none"> <li>◆ Will be monitored and reviewed by Climate Change Action Group and internal risk management system.</li> <li>◆ Report to Scottish Government on an annual basis through mandatory climate change reporting.</li> </ul>
Develop neighbourhood plans with transport hubs to support the development of net-zero supply chains in local communities.	<ul style="list-style-type: none"> <li>◆ Establish transport hubs as locations where people can access electric shared cars and cycles and interchange with bus and rail for longer journeys. Ensure provision is a short walk from most people's houses.</li> <li>◆ Develop hub proposals in each community starting with existing proposals for Dumbarton Central station, Clydebank 'Can on the Canal' and Alexandria cycle hub.</li> <li>◆ Set up networks of local 'last mile'</li> </ul>	2023-2045	Corporate; Wider Community (EO, CS)	Regulatory, insurance and taxation changes affecting the provision of shared services	<p><b>Roads and Transportation</b></p> <p>Planning; Regeneration; Communities, Energy &amp; Compliance; Communications</p>	◆ CoMoUK	◆ CoMoUK shared transport fund	<ul style="list-style-type: none"> <li>◆ Will be monitored and reviewed by Climate Change Action Group and internal risk management system.</li> <li>◆ Report to Scottish Government on an annual</li> </ul>

Action	Scope	Timescale	Focus	External Factors	Service Lead and Supporting Service Areas	Stakeholder Engagement	Resourcing	Monitoring
	<p>delivery partners operating out of the hubs (and using shared vehicles and cycles) to decarbonise parcel deliveries to homes including using electric vans and cargo bikes.</p>							<p>basis through mandatory climate change reporting.</p>

Action	Scope	Timescale	Focus	External Factors	Service Lead and Supporting Service Areas	Stakeholder Engagement	Resourcing	Monitoring
Work towards increasingly safer routes to schools, with priorities being established jointly with affected communities including schools, pupils and parents.	<ul style="list-style-type: none"> <li>◆ A review of emissions/pollution around hotspot areas and schools will be carried out, with action taken as a result of proactive research identifying problem areas from the ASTSAP.</li> <li>◆ Review areas of high vehicle traffic and emissions around schools to advise and inform greener travel alternatives where necessary.</li> <li>◆ Ensure all children have a designated route to school agreed with the school that is safe to use by an unaccompanied 10 year old and information about these routes provided to parents before children start school.</li> <li>◆ Integrate management of schools programmes with Eco-School planning to support Green Flag status by 2025 and sustainability part of the curriculum</li> <li>◆ Increase participation in national schools programmes (attracting more national funding to local schools) including WOW, Bikeability, BikeIT and other similar programmes</li> <li>◆ Implement new prioritisation gritting of footpaths on school routes.</li> </ul>	2022-2025  (Long-term target of 2045).	Corporate; Wider Community (EO, CS)	Wider changes in education policy on climate change and messaging that have impacts on local approaches	<b>Roads &amp; Transportation.</b>  Regeneration; Energy & Compliance; Asset Management; Communications; Communities; Education; HSCP; GIS; Air Quality; Environmental Health.	<ul style="list-style-type: none"> <li>◆ Energy Savings Trust (EST);</li> <li>◆ Transport Scotland;</li> <li>◆ Scottish Government;</li> <li>◆ Sustrans;</li> <li>◆ Cycling Scotland;</li> <li>◆ Paths for All</li> <li>◆ Local Community</li> </ul>	<ul style="list-style-type: none"> <li>◆ Council Capital;</li> <li>◆ Cycling Scotland Funding;</li> <li>◆ Sustrans Funding;</li> <li>◆ Transport Scotland Funding</li> <li>◆ Smarter Choices Smarter Places (SCSP) funding.</li> </ul>	<ul style="list-style-type: none"> <li>◆ Will be monitored and reviewed by CCAG on a regular basis and our internal risk management system.</li> <li>◆ Report to Scottish Government on an annual basis through mandatory climate change reporting.</li> </ul>



Action	Scope	Timescale	Focus	External Factors	Service Lead and Supporting Service Areas	Stakeholder Engagement	Resourcing	Monitoring
Implement staff travel policies informed by carbon accounting on each travel decision including community and in-work travel	<ul style="list-style-type: none"> <li>◆ A new staff sustainable travel policy and guidance will be developed, with support from communications team on internal communications.</li> <li>◆ Report staff travel and homeworking carbon footprint to better inform corporate planning and personalised support for optimal choices. Take account of carbon emissions from additional home and office heating in addition to transport emissions. Continue to monitor work patterns emerging as a result of the pandemic to pursue opportunities to manage more sustainable staff travel choices and lifestyles and opportunities to improve access to council buildings.</li> <li>◆ Compliance with staff personal travel plans embedded into continued personal development (CPD) plans for staff ensuring that learning about sustainable transport is mandatory for all new and existing staff. This will include information and training for Councillors and senior officers on the fast changing transport economy as it transitions to net-zero travel.</li> <li>◆ Embed communications with staff within regular briefing and performance reviews including the need for training (e.g. in car club, or e-bike use) with supporting materials to support</li> </ul>	2022-2026	Corporate (CS, EO)	Changing regulation on the responsibilities of local government for decarbonising transport	<p><b>Human Resources</b></p> <p>Communications; Energy &amp; Compliance; Roads &amp; Transportation, Education; HSCP</p>	<ul style="list-style-type: none"> <li>◆ Energy Savings Trust</li> <li>◆ Keep Scotland Beautiful</li> </ul>	<ul style="list-style-type: none"> <li>◆ Council Capital;</li> <li>◆ Council Revenue;</li> <li>◆ Energy Savings Trust</li> </ul>	<ul style="list-style-type: none"> <li>◆ Record implementation of staff inductions and regular CPD training on an annual basis.</li> <li>◆ Will be monitored and reviewed by CCAG on a regular basis.</li> </ul>

Action	Scope	Timescale	Focus	External Factors	Service Lead and Supporting Service Areas	Stakeholder Engagement	Resourcing	Monitoring
	monitoring and evaluation of adopted choices. Use support from a network of green travel champions identified within the Council.							
Integrate rail networks into other local transport networks.	<ul style="list-style-type: none"> <li>◆ Expand the adopt a station scheme to ensure all stations in West Dunbartonshire have community champions supporting station management, use and maintenance</li> <li>◆ Develop maps of safe routes to stations and publish these at bus stops and rail stations. Where maps show the need for improvements in routes or provision (e.g. bike racks, pedestrian crossings) take action to close these gaps.</li> <li>◆ Work with ScotRail to develop joint tickets for the West Dunbartonshire area including links with tourist passes for visitors to the Loch Lomond and Trossachs National Park.</li> </ul>	2022-2026	Wider Community (EO)	Changing management arrangements for ScotRail under new public ownership	<b>Roads &amp; Transportation;</b> <b>Regeneration;</b> <b>Energy &amp; Compliance;</b> Communications	<ul style="list-style-type: none"> <li>◆ ScotRail</li> <li>◆ Transport Scotland</li> </ul>	<ul style="list-style-type: none"> <li>◆ Council Capital;</li> <li>◆ Council Revenue;</li> </ul>	<ul style="list-style-type: none"> <li>◆ Will be monitored and reviewed by Climate Change Action Group and internal risk management system.</li> <li>◆ Report to Scottish Government on an annual basis through mandatory climate change reporting.</li> </ul>

Action	Scope	Timescale	Focus	External Factors	Service Lead and Supporting Service Areas	Stakeholder Engagement	Resourcing	Monitoring
Improve access to employment	<ul style="list-style-type: none"> <li>◆ Set up incentive scheme for local employers to plan sustainable staff and customer travel (e.g. discounted access for participating employers to certain council services and facilities)</li> <li>◆ Implement national schemes for trip and lift sharing to work</li> <li>◆ Support skills development in community organisations working to improve sustainable transport such as cycle maintenance</li> </ul>	2023-2026	Wider Community (CS, EO)	Restructuring of employment markets in the wake of the pandemic	<b>Business Support;</b> <b>Working4U;</b> <b>Communities;</b>  Regeneration; Energy & Compliance;	<ul style="list-style-type: none"> <li>◆ Local traders forums</li> <li>◆ Local business forums</li> </ul>	<ul style="list-style-type: none"> <li>◆ Council Capital;</li> <li>◆ Council Revenue;</li> </ul>	<ul style="list-style-type: none"> <li>◆ Will be monitored and reviewed by Climate Change Action Group and internal risk management system.</li> <li>◆ Report to Scottish Government on an annual basis through mandatory climate change reporting.</li> </ul>

**Table B3 – Active Travel**

Action	Scope	Timescale	Focus	External Factors	Service Lead and Supporting Service Areas	Stakeholder Engagement	Resourcing	Monitoring
Establish a management function for all active travel networks with designated performance standards including for maintenance	<ul style="list-style-type: none"> <li>◆ Improve accountability to local people of reporting mechanisms for dealing with all maintenance and defects to path networks and greenspace improvements including setting new performance targets. (Possibly use nationally available tools to assist with accountability such as FixMyStreet). Ensure this applies to all year round maintenance to ensure that active travel routes are usable – specifically at winter time, ice/snow/heavy rain</li> <li>◆ Set up voluntary community inputs to control of vegetation with clear rights and responsibilities for all those involved</li> </ul>	2023-2045	Wider Community (PDO)	Changes to Highway Code may result in new national enforcement of hierarchy that gives pedestrians greater priority	<p><b>Roads &amp; Transportation</b></p> <p>Communities; Communications</p>	<ul style="list-style-type: none"> <li>◆ Transport Scotland;</li> <li>◆ Scottish Government;</li> <li>◆ Living Streets;</li> <li>◆ Sustrans;</li> <li>◆ Cycling Scotland;</li> <li>◆ Paths for All</li> </ul>	<ul style="list-style-type: none"> <li>◆ Transport Scotland;</li> <li>◆ Sustrans;</li> <li>◆ Paths for All</li> </ul>	<ul style="list-style-type: none"> <li>◆ Will be monitored and reviewed by Climate Change Action Group and internal risk management system.</li> <li>◆ Report to Scottish Government on an annual basis through mandatory climate change reporting.</li> </ul>

Action	Scope	Timescale	Focus	External Factors	Service Lead and Supporting Service Areas	Stakeholder Engagement	Resourcing	Monitoring
<p>Improve and expand existing active travel infrastructure across West Dunbartonshire, including the development improvement of existing active travel path networks.</p>	<ul style="list-style-type: none"> <li>◆ Involve all providers of services and facilities in mapping and providing information on current availability including bike/e-bike hire, maintenance facilities, toilet facilities including businesses making facilities available, and other support for active travel. Ensure coverage of services and facilities extends to all groups of people and areas including more deprived areas.</li> <li>◆ Every key destination in West Dunbartonshire should have high quality designated safe walking routes to them from residential areas with published maps of the connected active travel network published widely including on public infrastructure (including bus stops and railway stations) and showing links to other transport and local facilities.</li> <li>◆ Implement a clear system of signing of all active travel routes so that users can be clear what standards they can expect in terms of surface defects, width, lighting, etc. Implement findings of Ironside Farrar signing strategy study.</li> <li>◆ Introduce path lighting on paths needed to ensure comprehensive active travel network coverage, recognising that routes in hours of darkness may be</li> </ul>	2022-2045	Wider Community (PDO)	Changing national legislation on what types of scooter and bike can use each category of path network could mean that new categories of path are needed	<p><b>Roads &amp; Transportation; Planning</b></p> <p>Regeneration; Communities; Asset Management</p>	<ul style="list-style-type: none"> <li>◆ Transport Scotland;</li> <li>◆ Scottish Government;</li> <li>◆ Living Streets;</li> <li>◆ Sustrans;</li> <li>◆ Cycling Scotland;</li> <li>◆ Paths for All</li> </ul>	<ul style="list-style-type: none"> <li>◆ Transport Scotland;</li> <li>◆ Sustrans;</li> <li>◆ Paths for All</li> <li>◆ National Lottery</li> </ul>	<ul style="list-style-type: none"> <li>◆ Will be monitored and reviewed by Climate Change Action Group and internal risk management system.</li> <li>◆ Report to Scottish Government on an annual basis through mandatory climate change reporting.</li> </ul>

Action	Scope	Timescale	Focus	External Factors	Service Lead and Supporting Service Areas	Stakeholder Engagement	Resourcing	Monitoring
	<p>longer than during daylight but that safe access must be possible at all times.</p> <ul style="list-style-type: none"> <li>◆ Publish priorities for winter maintenance of roads and paths to ensure safe access in all weathers for active travellers setting including the responsibilities of local communities to maintain local streets and paths using grit bins</li> <li>◆ Map all cycle and scooter parking locations on Council GIS systems and identify if further improvements are needed to ensure comprehensive coverage.</li> </ul>							

Action	Scope	Timescale	Focus	External Factors	Service Lead and Supporting Service Areas	Stakeholder Engagement	Resourcing	Monitoring
Build a comprehensive segregated cycle/scooter/micro-mobility network	<ul style="list-style-type: none"> <li>◆ Improve connections from every neighbourhood to the National Cycle Network to ensure all communities have access to a designated (predominantly) off road network for their active travel</li> <li>◆ Ensure the segregated network links with all railway stations and selected bus stops</li> </ul>	2023-2045	Wider Community (PDO)	National legislation on what types of scooter and bike can use each category of path network may influence the specification and criteria for this new network	<b>Roads &amp; Transportation</b>  Planning; Regeneration; Communities; Asset Management	<ul style="list-style-type: none"> <li>◆ Transport Scotland;</li> <li>◆ Scottish Government;</li> <li>◆ Sustrans;</li> <li>◆ Cycling Scotland;</li> <li>◆ Paths for All</li> </ul>	<ul style="list-style-type: none"> <li>◆ Transport Scotland;</li> <li>◆ Sustrans;</li> <li>◆ Paths for All</li> <li>◆ National Lottery</li> </ul>	<ul style="list-style-type: none"> <li>◆ Will be monitored and reviewed by Climate Change Action Group and internal risk management system.</li> <li>◆ Report to Scottish Government on an annual basis through mandatory climate change reporting.</li> </ul>
Designate certain streets as low-traffic neighbourhoods	<ul style="list-style-type: none"> <li>◆ Designate school streets, play streets and home zones where pedestrians have priority and vehicles are permitted only travelling at low speeds and for local access. This could include restricting vehicle movements at certain times of day or restricting access to certain users using electronic gates and retractable bollards.</li> <li>◆ Review scope for more pedestrian only areas as part of community based plans to help create more attractive social spaces in central areas.</li> </ul>	2023-2045	Wider Community (PDO)	New types of vehicle may also need to be restricted from some areas such as vehicles automating in autonomous mode.	<b>Roads &amp; Transportation</b>  Planning	<ul style="list-style-type: none"> <li>◆ Local residents associations and community forums</li> <li>◆ Local business forums</li> </ul>	<ul style="list-style-type: none"> <li>◆ Council Capital;</li> <li>◆ Council Revenue;</li> </ul>	<ul style="list-style-type: none"> <li>◆ Will be monitored and reviewed by Climate Change Action Group and internal risk management system.</li> <li>◆ Report to Scottish Government on an annual basis through mandatory climate change reporting.</li> </ul>

Action	Scope	Timescale	Focus	External Factors	Service Lead and Supporting Service Areas	Stakeholder Engagement	Resourcing	Monitoring
Introduce and expand certification schemes for sustainable travel	<ul style="list-style-type: none"> <li>◆ Set up West Dunbartonshire sustainable transport award scheme, including promotion of national awards schemes, recognising employers, retailers and other local organisations that adopt practices consistent with the Council's approach to net-zero travel.</li> <li>◆ Nominate local organisations in West Dunbartonshire for the national walking awards each year to gain national recognition for the local organisations doing the most for promoting walking</li> <li>◆ Expand Cycle Friendly Employer (CFE) assessments to more Council service delivery locations and operational sites and support access to, and availability of, pool bikes, electric bikes and associated schemes for staff.</li> </ul>	2023-2026	Corporate; Wider Community (PDO, EO)	Link with emerging new branding systems used for compliance with climate goals	<b>Roads &amp; Transportation; Regeneration;</b>  Organisation Wide.	<ul style="list-style-type: none"> <li>◆ Business in the Community</li> <li>◆ Living Streets</li> <li>◆ Cycling Scotland;</li> <li>◆ Paths for All;</li> <li>◆ Sustrans;</li> </ul>	<ul style="list-style-type: none"> <li>◆ Council Capital;</li> <li>◆ Cycling Scotland Funding;</li> <li>◆ Sustrans Funding;</li> <li>◆ Transport Scotland Funding</li> <li>◆ Smarter Choices Smarter Places (SCSP) funding.</li> </ul>	<ul style="list-style-type: none"> <li>◆ Will be monitored and reviewed by Climate Change Action Group and internal risk management system.</li> <li>◆ Report to Scottish Government on an annual basis through mandatory climate change reporting.</li> </ul>



Action	Scope	Timescale	Focus	External Factors	Service Lead and Supporting Service Areas	Stakeholder Engagement	Resourcing	Monitoring
Develop an active travel support community	<ul style="list-style-type: none"> <li>◆ Introduce a network of walking champions supported from the national network managed by Living Streets and ensuring that coverage extends to more deprived communities.</li> <li>◆ Set up a West Dunbartonshire cycle partnership or club to organise and manage training and led rides for less confident cyclists.</li> <li>◆ Partner with local cycle hire, sales and maintenance shops to expand the range of training and support facilities they provide</li> <li>◆ Identify cafes and offices willing to participate in a West Dunbartonshire comfort scheme to ensure more widespread availability of public conveniences, particularly for older people currently constrained from walking due to limited provision.</li> <li>◆ Set up a network of local cafes and service locations offering charging facilities for e-bike batteries.</li> </ul>	2022-2045	Corporate; Wider Community (EO)	Ensure consistency with evolving national community planning agenda	<b>Roads &amp; Communities Transportation; Regeneration</b>  Energy & Compliance; Asset Management.	<ul style="list-style-type: none"> <li>◆ Living Streets</li> <li>◆ Cycling Scotland;</li> <li>◆ Paths for All;</li> <li>◆ Sustrans;</li> </ul>	<ul style="list-style-type: none"> <li>◆ Transport Scotland</li> <li>◆ Cycling Scotland;</li> <li>◆ Paths for All;</li> <li>◆ Sustrans;</li> </ul>	<ul style="list-style-type: none"> <li>◆ Will be monitored and reviewed by Climate Change Action Group and internal risk management system.</li> <li>◆ Report to Scottish Government on an annual basis through mandatory climate change reporting.</li> </ul>

Action	Scope	Timescale	Focus	External Factors	Service Lead and Supporting Service Areas	Stakeholder Engagement	Resourcing	Monitoring
Publish road safety improvement strategy to ensure a continuing improvement of safe access for all using vulnerable active travel modes	<ul style="list-style-type: none"> <li>◆ Refresh the WDC Road safety Plan to take account of the increased priority being given to active travel.</li> <li>◆ Support implementation of new national road safety strategy with systems based approach to safety in prevention, design and response involving the whole community.</li> <li>◆ Systematically review all police road accident reports to investigate what action can be taken to reduce road danger.</li> </ul>	2022-27	Corporate; Wider Community (PDO)	<p>New systems based road safety approach from national government may require different types of local activity.</p> <p>New Highway Code may result in the introduction of new enforcement programmes recognising the new modal hierarchy</p>	<b>Roads &amp; Communities Transportation;</b> Education; HSCP; GIS; Environmental Health Energy & Compliance; Regeneration; Asset Management	<ul style="list-style-type: none"> <li>◆ Transport Scotland;</li> <li>◆ Scottish Government;</li> <li>◆ Road Safety Scotland</li> <li>◆ Police Scotland</li> </ul>	<ul style="list-style-type: none"> <li>◆ Transport Scotland;</li> <li>◆ Scottish Government;</li> <li>◆ Road Safety Scotland</li> </ul>	<ul style="list-style-type: none"> <li>◆ Will be monitored and reviewed by Climate Change Action Group and internal risk management system.</li> <li>◆ Report to Scottish Government on an annual basis through mandatory climate change reporting.</li> </ul>

