

SEA SCREENING REPORT (COVER NOTE)

PART 1

To: SEA.gateway@scotland.gsi.gov.uk
or
SEA Gateway
Scottish Executive
Area 1 H (Bridge)
Victoria Quay
Edinburgh EH6 6QQ

PART 2

An SEA Screening Report is attached for the plan, programme or strategy (PPS) entitled:

Local Transport Strategy 2015 - 2019

The Responsible Authority is:

Clackmannanshire Council

COMPLETE PART 3 or 4 or 5

PART 3

Screening is required by the Environmental Assessment (Scotland) Act 2005. Our view is that:

- an SEA is required** because the PPS falls under the scope of Section 5(3) of the Act and is likely to have significant environmental effects **or**
- an SEA is required** because the PPS falls under the scope of Section 5(4) of the Act and is likely to have significant environmental effects **or**
- an SEA is not required** because the PPS is unlikely to have significant environmental effects

PART 4

- The PPS does not require an SEA under the Act. However, we wish to carry out an SEA on a voluntary basis. We accept that, because this SEA is voluntary, the statutory 28 day timescale for views from the Consultation Authorities cannot be guaranteed.

PART 5

- None of the above apply. We have prepared this screening report because:
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PART 6

Contact name

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Job Title

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PART 7

Signature

(electronic
signature
is acceptable)

9th September 2014

Date

SEA SCREENING REPORT - KEY FACTS

Responsible Authority	Clackmannanshire Council
Title of PPS	Clackmannanshire Local Transport Strategy 2015 - 2019
Purpose of PPS	The Local Transport Strategy sets out how Clackmannanshire intends to meet national objectives at a local level and details actions which will achieve local objectives. The LTS looks to how the roads and transportation system will develop in the short and long term. It acts as support for future roads and transportation improvements. It sets out measures aimed at providing travel choices for all and ensures that job opportunities are not restricted to only those with access to a car. It seeks to protect the environment.
What prompted the PPS (e.g. a legislative, regulatory or administrative provision)	Local Transport Strategies have a statutory basis in the Transport (Scotland) Act 2001. The Council is also required to submit a Road Traffic reduction Report under the Road Traffic Reduction Act 1997. Under the Road Traffic Regulation Act 1984 and the Road Traffic Act 1988 Local Authorities have a duty to promote road safety.
Subject (e.g. transport)	Transport
Period covered by PPS	2015 - 2019
Frequency of updates	5 years
Area covered by PPS (e.g. geographical area – it is good practice to attach a map)	Clackmannanshire
Summary of nature/content of PPS	The Clackmannanshire Council Local Transport Strategy 2015 - 2019 (LTS) is an update of the currently adopted Local Transport Strategy 2010 - 2014. The updated strategy is a minor modification and will not significantly change in terms of the aims, policies and objectives. Where the strategy will differ will be in the delivery plan for the next five years, however this will still follow the previous LTS actions, SEA and STAG. Therefore reference should also be made to the previous LTS, SEA and STAG (Scottish Transport Appraisal Guidance).

Are there any proposed PPS objectives?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
Copy of objectives attached	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
Date	9th September 2014	

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Our determinations regarding the likely significance of effects on the environment of Clackmannanshire Local Transport Strategy 2015 - 2019 is set out in Table 1.

TABLE 1 – LIKELY SIGNIFICANCE OF EFFECTS ON THE ENVIRONMENT

TITLE OF PPS
Clackmannanshire Local Transport Strategy 2015 - 2019
RESPONSIBLE AUTHORITY
Clackmannanshire Council

Criteria for determining the likely significance of effects on the environment (1(a), 1(b) etc. refer to paragraphs in Schedule 2 of the Environmental Assessment (Scotland) Act 2005)	Likely to have significant environmental effects? YES/NO	Summary of significant environmental effects (negative and positive)

<p>Criteria for determining the likely significance of effects on the environment (1(a), 1(b) etc. refer to paragraphs in Schedule 2 of the Environmental Assessment (Scotland) Act 2005)</p>	<p>Likely to have significant environmental effects? YES/NO</p>	<p>Summary of significant environmental effects (negative and positive)</p>
<p>1(a) the degree to which the PPS sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources</p>	<p>No</p>	<p>The LTS set out the overall vision, aims, objectives, policies, actions and delivery plan for transport within Clackmannanshire. The LTS looks to develop travel choices for all whilst protecting the environment. The LTS is supported by the Road Traffic Reduction Report, which sets out how the Council is and will reduce traffic volumes and the Transport and the Environment Report, which sets out how the Council will protect and enhance the environment through the development of the transport system. Both of these documents form part of the LTS and its appraisal through SEA and STAG. Other documents form key components of the LTS and have been subjected to appraisal through the SEA and STAG of the LTS. Examples include the Road Safety Plan, Travel Plan and Active Travel Action Plan.</p>
<p>1(b) the degree to which the PPS influences other PPS including those in a hierarchy</p>	<p>No</p>	<p>The LTS supports and delivers local, regional and national objectives as set out in the National and Regional Transport Strategies, the Single Outcome Agreement and the Sustainability and Climate Change Strategy. The LTS also contributes to the Local Development Plan and Open Space Strategy.</p>

<p>Criteria for determining the likely significance of effects on the environment (1(a), 1(b) etc. refer to paragraphs in Schedule 2 of the Environmental Assessment (Scotland) Act 2005)</p>	<p>Likely to have significant environmental effects? YES/NO</p>	<p>Summary of significant environmental effects (negative and positive)</p>
<p>1(c) the relevance of the PPS for the integration of environmental considerations in particular with a view to promoting sustainable development</p>	<p>No</p>	<p>The LTS aims to protect the environment and the environment is an integral component in the development of the LTS. The LTS informs the Local Development Plan and takes cognisance of emerging best practice, policy and guidelines. For example Designing Streets and Cycling Action Plan for Scotland. The LTS and supporting local Transport Assessment and Travel Plan Good Practice Guidelines inform developers of the sustainable transport measures required in all new planning applications.</p>
<p>1(d) environmental problems relevant to the PPS</p>	<p>No</p>	<p>The LTS promotes carbon reduction, active travel and sustainable initiatives and measures in its objectives, policies, aims and deliverables. The Transport and the Environment Report and Travel Plan are key components of the LTS.</p>
<p>1(e) the relevance of the PPS for the implementation of Community legislation on the environment (for example, PPS linked to waste management or water protection)</p>	<p>No</p>	<p>The Single Outcome Agreement, Sustainability and Climate Change Strategy, the Local Development Plan, Open Space Strategy and Travel Plan are key community policies that the LTS strives to help deliver through transport intervention.</p>
<p>2 (a) the probability, duration, frequency and reversibility of the effects</p>	<p>No</p>	<p>The SEA and STAG for the previous LTS examined the impacts and risks to the environment as a result of implementing the LTS. Due to the strategy direction and option selection through appraisal the LTS has a mostly positive impact on the environment and any negative impacts are minimal and managed or minimised as far as possible.</p>

Criteria for determining the likely significance of effects on the environment (1(a), 1(b) etc. refer to paragraphs in Schedule 2 of the Environmental Assessment (Scotland) Act 2005)	Likely to have significant environmental effects? YES/NO	Summary of significant environmental effects (negative and positive)
2 (b) the cumulative nature of the effects	No	Secondary and cumulative positive impacts were identified for air quality and health by reducing the need to travel, promoting active and sustainable travel and removing transport from sensitive areas.
2 (c) transboundary nature of the effects (i.e. environmental effects on other EU Member States)	No	Cross-boundary effects with neighbouring authorities have been considered, through integration of the LTS with neighbouring authorities LTS where appropriate. The LTS does not require consideration of transboundary effects with neighbouring authorities as the National and Regional Transport Strategy take this into consideration. Clackmannanshire is peripheral to EU Member States.
2 (d) the risks to human health or the environment (for example, due to accidents)	No	The LTS has a generally positive impact on human health and the environment through the promotion of active travel, reducing the need to travel and accident remediation and prevention. These are delivered through the LTS and its supporting documents and delivery plan. These include the Travel Plan, Road Safety Plan, Active Travel Action Plan and Transport and the Environment Report.
2 (e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	No	The LTS is implemented and delivered at a local level and impacts are local in extent. The LTS covers the whole population of Clackmannanshire, with behavioural change targeted at key receptive sections of the population. These initiatives and actions are set out and support the Sustainability and Climate Change Strategy.

<p>Criteria for determining the likely significance of effects on the environment (1(a), 1(b) etc. refer to paragraphs in Schedule 2 of the Environmental Assessment (Scotland) Act 2005)</p>	<p>Likely to have significant environmental effects? YES/NO</p>	<p>Summary of significant environmental effects (negative and positive)</p>
<p>2 (f) the value and vulnerability of the area likely to be affected due to- (i) special natural characteristics or cultural heritage; (ii) exceeded environmental quality standards or limit values; or (iii) intensive land-use.</p>	<p>No</p>	<p>The SEA for the previous SEA scoped out cultural heritage, soil, material assets and landscape as the LTS had little to no impact on these areas. Other strategic documents are responsible for land-use and environmental quality. There are no air quality issues or areas within Clackmannanshire.</p>
<p>2 (g) the effects on areas or landscapes which have a recognised national, Community or international protection status</p>	<p>No</p>	<p>Clackmannanshire is peripheral to the international community and the delivery of the LTS at a local level will have little to no impact at a national level. No transport interventions are proposed over the LTS period which will impact on any national or internationally protected sites.</p>

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A summary of our considerations of the significant environmental effects of Clackmannanshire Local Transport Strategy 2015 - 2019 is given below.

TABLE 2 – SUMMARY OF ENVIRONMENTAL EFFECTS

This LTS is the fourth strategy produced by the Council since 2001, the previous two were both subject to SEA and STAG. This is a minor alteration to the existing LTS 2010 - 2014, which was subject to SEA and STAG in 2009/10.

Since the publication of the previous LTS the Council have achieved good progress in delivering the vision of the LTS. The Council has embraced carbon reduction and the first Sustainability and Climate Change Strategy has been developed and implemented. The LTS has a key role to play in delivering this.

The LTS 2015 - 2019 is almost identical in approach to the currently adopted LTS. The vision, aims, objectives and actions will remain broadly the same. The options that were developed and appraised in the previous LTS will remain the same. The options were rigorously assessed for environmental impacts using both SEA and STAG and it is not anticipated that there would be any changes, other than very minor, in a revised SEA or STAG.

New deliverables will be identified in the new LTS in order to meet our existing objectives, but these are unlikely to have significant environmental impacts because the main change is to the detailed projects implemented (delivery plan) to deliver the strategy's vision.

A summary of the LTS vision, aims, actions and option appraisal are summarised on the following page.

The LTS summary has the protection of the environment as an integral component in the development of the strategy and its associated reports and delivery plan. The LTS supports and delivers higher level strategies such as the National Transport Strategy, Regional Transport Strategy, Single Outcome Agreement, Sustainability and Climate Change Strategy and the Cycling Action Plan for Scotland. The LTS has a generally positive impact on the environment and the new LTS will continue to protect and enhance the environment through the delivery of it. Individual projects will still be subject to an environmental assessment as required, in addition to the assessment already undertaken in the LTS. For these reasons it is not considered appropriate to undertake a new SEA and the existing SEA will be published alongside the new LTS. A statement to this effect will be included in the new LTS.

Transport Strategy Vision

Facilitate the free and equitable movement of people and goods within Clackmannanshire by a choice of modes that are safe, accessible and well integrated. Through the development of the transport network in a sustainable manner to meet the needs of all, Clackmannanshire can become an attractive vibrant community encouraging economic prosperity whilst improving health and protecting the environment.

Transport Strategy Aims

1. Support and enhance the local economy

Actions:

- Develop a sustainable transport system
- Manage the valuable asset that is the road and footway network
- Improve connection between people and markets
- Tackle traffic growth and congestion
- Develop and implement a Freight Plan
- Manage parking in towns and villages through the Parking Policy

2. Manage travel to reduce its environmental impact

Actions:

- Reduce the need to travel and promote more efficient travel
- Encourage greater use of walking, cycling and public transport
- Reduce greenhouse gases and other pollutants
- Manage our carbon footprint
- Develop and implement a Sustainable Travel Plan and Active Travel Action Plan
- Monitor traffic growth through the Road Traffic Reduction Report
- Implement the Transport and the Environment Report

3. Improve the transport environment to reduce actual and perceived safety issues

Actions:

- Reduce the number of people killed or seriously injured in road traffic accidents
- Improve the quality of lighting in our streets
- Implement the Road Safety Plan

4. Work towards a seamless transport system to increase social inclusion

Actions:

- Reduce the number of modal interchanges required to make key journeys
- Develop and implement a Public Transport Plan

5. Remove barriers to accessibility by enhancing healthy and alternative modes of travel

Actions:

- Enhance healthy and alternative modes of travel
- Remove barriers to using public transport and other forms of travel
- Develop and implement the Equality Scheme - Road Infrastructure Action Plan

6. Integrate land use and transport planning

Actions:

- Reconcile development and sustainability
- Implement Designing Streets

7. Maintain and improve the existing infrastructure

Actions:

- Fully utilise the network
- Reduce the maintenance impact on the environment
- Implement the Road Asset Management Plan

Option Appraisal

Option 1 - Do Minimum

By undertaking the minimum it would be difficult to maintain the network at the current high standard. This may lead to an increase in CO₂ emissions and reduced water quality from surface run off as a result of declining transport infrastructure. There may be an increase in noise and air pollution as a result of vehicles using unsuitable roads due to avoidance of declining conditions on alternative routes.

Option 2 - Improve Travel Choices

By providing opportunities to travel by a variety of modes, particularly sustainable modes, there will be a positive impact on the environment and health. Promoting the use of sustainable modes, managing the existing transport network and increasing access to a variety of transport modes will reduce the number of vehicle trips, thus reducing transport emissions. There are potential negative impacts arising as a result of new developments on the landscape and noise and vibration associated with bus/rail travel.

Option 3 - Protect the Environment

Protecting the environment when planning, constructing and using the transport network will have a positive impact on all aspects of the environment and health. Promoting sustainable travel and implementing eco-techniques to reduce car use or the need to travel will improve local and national air quality. Implementing eco-techniques in construction may reduce the volume of waste going to land fill, reduce the consumption of raw materials or reduce the impact on air quality.

However extending the sustainable transport network (bus/rail) may have a negative impact on the landscape and noise and vibration.

Option 4 - Extend the Network

Extending the network will require new Infrastructure, which is likely to have negative impacts on the environment. An increased network will lead to increased traffic and therefore increased emissions. Any transport in the Forth Estuary may impact on water quality, RAMSAR sites and SSI's. However there is the potential for mitigation measures to be introduced as a result of new infrastructure, particularly in relation to flood management and water quality. New infrastructure aimed at walking and cycling may have positive impacts on human health, air quality and climate change.

Option 5 - Improve Transport Movement

By enabling traffic to flow freely there may be some reduction in emissions and reduced delays thus improving the attractiveness of bus services. However an uncongested network can attract new additional vehicle movements and decrease the apparent benefit to the traveller of sustainable modes. Better management of freight can improve air quality in sensitive areas. However some measures to improve the movement of transport will have significant impacts on the environment, including the run-off of salt into watercourses through winter maintenance.

Option 6 - Improve Travel Safety

Measures required to improve road safety may have some impact on the environment. However there may be some reduction in emissions by improving air quality in sensitive areas and reducing vehicle speeds or vehicle use. The majority of road safety schemes will involve an element of roads construction which may have an impact on the environment. Reducing vehicle speeds may reduce emissions, but some traffic management measures may in turn increase these. New infrastructure schemes provide the potential for environmental mitigation.

Option 7 - Planning for Transport

Consideration of environmental impacts at an early stage in all proposals and long terms plans can lead to better integration between transport and the environment. Thus bringing about an overall enhancement to the environment. However there may be some environmental impacts in the short term to bring about long term gains. By identifying the future transport needs, the environmental concerns can be addressed at an early stage and either be avoided, designed out or mitigated. Integrating with land use planning can help to avoid sensitive areas at an early stage.

The results of the STAG and SEA assessments lead to the following strategy: Option 1 has been rejected as it would ultimately lead to a decline in the integrity of the existing transport network with no thought for the environmental consequences. Option 4 has also been rejected as it had a greater environmental impact than all the other alternatives. However new cycling and walking routes included in the option remain as any environmental issues could be managed and the benefit to human health, air quality and climate change were very positive. Options 2, 3, 5 and 6 were all accepted in a revised form with some of the potential actions that would form the alternatives being rejected due to environmental and other considerations. Option 7 is the only option to be accepted in full as planning for future transport needs was felt to have the most benefit for all considerations including the environment. These revised alternatives have been and will be used to derive the delivery plan for the LTS.