East Lothian Local Transport Strategy 2018

Strategic Environmental Assessment Post Adoption Statement

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# Introduction

## Context

* + 1. Peter Brett Associates, now part of Stantec (PBA) has been commissioned by East Lothian Council (ELC), to undertake the Strategic Environmental Assessment (SEA) of the Local Transport Strategy (‘the LTS’). In accordance with Part 3 (sections 18 and 19) of the Environmental Assessment (Scotland) Act 2005 (‘the 2005 Act’), this report provides a SEA Post Adoption Statement to explain how the SEA process and wider environmental considerations have informed the development of the LTS, which was formally adopted by ELC on 30th October 2018.
    2. A key element of this SEA Post Adoption Statement is the LTS Monitoring Framework provided in Section 6. This Framework will be used by ELC to monitor likely significant effects from the implementation of the LTS (including through measures identified in a suite of associated Action Plans) and to undertake future reviews of the LTS.

## Overview of the LTS

* + 1. The key facts relating to the adopted East Lothian Council LTS 2018 are provided in Table 1.1 below.

Table 1.1 East Lothian Council LTS 2018 Key Facts

| **Criteria** | **Details** |
| --- | --- |
| Responsible Authorities | East Lothian Council |
| SEA Assessor on behalf of the Responsible Authorities | Peter Brett Associates LLP (PBA) |
| Plan / Strategy Title | East Lothian Council LTS |
| Adoption Date | 30th October 2018 |
| Plan / Strategy Subject | A Local Transport Strategy for the ELC area. |
| Reason for Plan / Strategy | The previous East Lothian LTS was published in 2001. Owing to significant changes in transport needs, demands, investment priorities and governance arrangements since 2001, as well as the influence of relevant policy changes, ELC determined it necessary to prepare a new LTS.  The purpose of the new LTS is to provide a coherent and up to date vision, objectives and associated policies for transportation in East Lothian. Through the new LTS, ELC aim to enhance clean, green and safe travel patterns across the ELC administrative area and in its connections to the wider Edinburgh City Region. |
| Period covered by the Plan / Strategy | The period of the new LTS (2018-2024) is intended to align broadly with the plan period for the East Lothian Local Development Plan (LDP) (2018-2023) adopted on 27th September 2018. The short period of the LTS will also allow ELC to refresh the document when necessary to reflect any changes in circumstances and transportation policy at national, regional and local levels. |
| Area covered by the Plan / Strategy | The East Lothian Council administrative area as defined by statute. |

## Context and Purpose of the East Lothian Council LTS

Context

* + 1. The previous East Lothian LTS (2001) was published to set out transportation policies and proposals for the ELC area. The 2001 LTS aligned with the then statutory Development Plan for East Lothian, comprising the (then) approved Lothian Development Plan (1994) and the adopted East Lothian Local Plan (2000). Owing to significant changes in transport needs, demands, investment priorities and governance arrangements since 2001, as well as the influence of relevant policy changes, ELC determined it necessary to prepare a new LTS. Three policy documents published since 2001 were of particular importance in determining the need for a new LTS, namely:
* Scotland's Transport Future: Guidance on Local Transport Strategies (Transport Scotland, March 2015). This document encourages the preparation of LTS and specifies content which should be included in such document;
* SEStrans Regional Transport Strategy (RTS) Refresh 2015 (SEStrans, 2015). This document provides a regional transport strategy for the Edinburgh and South East Scotland and specifies a number of actions and policy measures which should be implemented through new LTS across the region; and,
* East Lothian Local Development Plan (LDP) 2018 - 2023. This document provides a spatial strategy and suite of development management policies to guide spatial development within East Lothian and to assess planning applications for development proposals.
  + 1. The LTS has been prepared in tandem with the East Lothian LDP 2018- 2023, as it was recognised that the LTS would need to identify the transport infrastructure measures necessary to successfully implement the spatial strategy set out in the LDP, in particular with regard to housing growth. The Draft LTS (2017) was closely informed by the East Lothian LDP Proposed Plan (2016) and the final LTS (2018) was presented to ELC in October 2018 following the completion of an Examination process and the adoption of the East Lothian LDP 2018 – 2023 on 27th September 2018.

Purpose

* + 1. The purpose of the LTS is to define a clear vision and strategy to address changes in transport needs, demands and investment priorities within the ELC area. The LTS also directly supports the implementation of the spatial strategy and relevant policies from the adopted East Lothian LDP 2018 – 2023 by identifying the transport policies and infrastructure improvements required to support planned growth within ELC’s administrative area. The inclusion of these policies and proposals within the LTS has allowed them to be subject to high level statutory impact assessment processes including SEA.
    2. The following vision for transport in the ELC administrative area is set out in Section 3.1 – Vision of the LTS:

“*East Lothian will have well-connected communities with increased use of sustainable transport modes to access services and amenities*”.

* + 1. This vision responds to projected rises in population, associated increases in traffic and other transport issues affecting the ELC administrative area and in its connections to the wider Edinburgh City Region.

## Structure of this Report

* + 1. Reflecting Article 9 of European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (‘the SEA Directive’), Section 18 of the 2005 Act requires responsible authorities (including ELC) to produce a statement containing the following information as soon as reasonably practical after the adoption of a relevant and qualifying plan or programme:

1. How environmental considerations have been integrated into the plan or programme (**Section 3**);
2. How the Environmental Report has been taken into account (**Section 4**);
3. How opinions expressed by the SEA Consultation Authorities on the emerging plan or programme and the accompanying Environmental Report have been taken into account (Section 5);
4. The reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with (**Section 6**); and,
5. The measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme (**Section 7**).
   * 1. Section 2 of this report provides an overview of the preparation of the LTS and the undertaking of an associated SEA. The remainder of the report then responds to information requirements listed above in turn, before setting out concluding remarks in Section 8. It should be noted that this SEA Post Adoption Statement only addresses the requirements of Part 3 of the 2005 Act, rather than providing a wider review of how all comments on the Draft LTS have been addressed in the adopted LTS.

# LTS Preparation and SEA Processes

## Overview

* + 1. This section provides a factual overview of the preparation of the LTS and the undertaking of an associated SEA.

## Preparation of the East Lothian LTS 2018

LTS Preparation

* + 1. ELC commenced the development of a new LTS in 2011 with the following activities:
* Initial ‘Issues and Objectives’ consultation;
* Literature review;
* Identification of transport related issues and problems; and,
* Development of potential transport interventions to address identified issues and problems.
  + 1. The delay in bringing forward a new LTS since the process started in 2011 is attributable to important planning policy changes in the interim, as to be effective the LTS needs to closely align with the up to date planning policy context. Key changes since 2011 include the approval of the South East Scotland Strategic Development Plan (SESplan SDP) (2013), the publication of a new Scottish Planning Policy (SPP) and National Planning Framework 3 (NPF3) (2014), the publication of the SESplan 2 SDP Proposed Plan (2016) and the preparation of the East Lothian LDP 2018 – 2023.
    2. An initial draft LTS was developed by ELC in Spring 2017 and subject to SEA, as reported within the East Lothian LTS SEA Environmental Report (‘the ER’). A draft of this ER was first provided to ELC in September 2017, including a suite of recommended mitigation and enhancement measures to ensure the avoidance of likely significant adverse effects and to improve clarity. Amendments were then made to the Draft LTS in December 2017 to address the SEA recommendations, following which consequential updates were made to the ER for consistency purposes.
    3. The Draft LTS and accompanying ER were consulted on in tandem from Friday 30th March 2018 until Friday 11th May 2018. Over 100 people attended consultation events and approximately 500 comments were submitted using ELC’s online consultation portal. In addition, the SEA Consultation Authorities provided responses in respect of the ER.
    4. Minor amendments were made to the LTS in Summer 2018 to respond to all comments and consultation responses received. Following the adoption of the East Lothian LDP 2018-2023 on 27th September 2018, the modified LTS was presented to ELC for adoption on 30th October 2018. ELC determined that the LTS should be adopted, subject to the inclusion of one amendment proposed by elected members which has now been incorporated into the document.

LTS Action Plans

* + 1. Acting together, the proposed vision, objectives and policies of the LTS provide a strategic framework to address transportation issues across East Lothian over the period 2018 – 2024. Due to the wide range of issues and proposals identified within the LTS, as well as the wide range of stakeholders with relevant responsibilities, ELC have developed four Action Plans to deliver specific elements of the LTS:
* Road Asset Management Plan;
* Road Safety Plan;
* Active Travel Improvement Plan; and,
* Parking Strategy.
  + 1. These Action Plans were approved by ELC on 30th October 2018 in tandem with the adoption of the LTS. Additional Action Plans or associated documents are intended to be developed by ELC to help implement the LTS, including and Public Transport Plan, Cycling Strategy and Bus Quality Partnership.
    2. Once approved by ELC, all LTS Action Plans will have the status of live delivery documents, rather than forming part of the LTS itself. They are being developed by ELC in consultation with external organisations to allow stakeholders take ownership of delivering relevant elements of the LTS. However, the Actions Plans will be co-ordinated to ensure that cumulatively, they implement the LTS as a whole.
    3. The scope of the Action Plans is limited to delivering elements of the LTS, rather than setting out additional or new policies or proposals. As delivery plans rather than policy documents or strategies. the Action Plans are not considered likely to result in any significant environmental effects which have not already been identified through the SEA of the LTS. Indeed, the Action Plans are one mechanism through which mitigation identified through the SEA as being required in relation to the LTS can be implemented. On this basis and given that the Action Plans do not form part of the LTS, it was agreed through the SEA Scoping process that they should be scoped out of the SEA for the LTS.
    4. In the event that any of the Action Plans are developed beyond their proposed scope to set out new or additional policies or proposals not already assessed within this SEA of the emerging East Lothian LTS, ELC will need to consider the implications of this under the 2005 Act. If necessary, this would include undertaking a separate SEA for the relevant Action Plan, although this is not presently considered to be likely.

## SEA Process

Need for SEA

* + 1. The Environmental Assessment (Scotland) Act 2005 (‘the 2005 Act’) require Responsible Authorities, which includes public bodies such as ELC, to assess the likely significant effects on the environment of implementing relevant plans or programmes, as defined within the 2005 Act.
    2. The LTS has been adopted by ELC as a document of public character. The document is required in response to administrative provisions[[1]](#footnote-1) and has been prepared for transport infrastructure purposes, setting or influencing the framework for future development consent of projects (including but not limited to transport infrastructure). The LTS is therefore considered to fall within the scope of Sections 4(1)(a) and 5(3) of the 2005 Act as a relevant and qualifying plan, programme or strategy. Furthermore, as the LTS covers all of the ELC administrative area it would not only determine the use of a small area at local levels. This means there was no option to exempt the LTS from SEA requirements as set out in the 2005 Act and no requirement to undertake SEA screening instead a full SEA has been undertaken.
    3. SEA StagesThe first stage of SEA undertaken in respect of the LTS was the preparation and consultation of a SEA Scoping Report, which was prepared by PBA on behalf of ELC and submitted to the Scottish Government’s SEA Gateway in June 2017. The purpose of the SEA Scoping Report was to set our sufficient information on the emerging LTS to enable the Consultation Authorities to form a view on the consultation period and scope/level of detail appropriate for the preparation of an Environmental Report (ER) to accompany the LTS.
    4. Based on the outcomes of SEA Scoping and the information requirements specified in the 2005 Act, a draft ER was prepared in Summer 2018 to identify and assess the likely significant effects on the environment of the initial Draft LTS developed by ELC. This draft ER identified a suite of SEA mitigation and enhancement recommendations to ensure the avoidance of likely significant adverse effects and to improve clarity, all of which were subsequently incorporated into the Draft LTS prior to its publication.
    5. Consequential updates were made to the ER in December 2017 and in accordance with the 2005 Act an ER Non-Technical Summary (NTS) was prepared at this stage. The final ER and NTS were presented to ELC alongside the Draft LTS in February 2019, following which all three documents were published for consultation for a period of six weeks from 30th March – 11th May 2018. The documents were also submitted to the SEA Consultation Authorities via the Scottish Government’s SEA Gateway on 29th March 2018.
    6. Consultation responses were received from the SEA Consultation Authorities in May 2018. These were reviewed by PBA to determine whether there was a need to modify the Draft LTS to address issues raised by the SEA Consultation Authorities and/or whether there was a need to amend the ER and ER NTS. As detailed in Section 4, ELC then made minor modifications to the Draft LTS to address comments from the SEA Consultation Authorities. The modified LTS was provided to PBA in September 2018 to review whether the changes being proposed would affect the continuing validity of the ER by virtue of new or different likely significant environmental effects arising from those previously predicted. Owing to the minor nature of the changes made to the LTS the ER and ER NTS is considered to remain valid and no modifications to these reports were required.
    7. The ER and ER NTS accompanied the modified LTS when it was presented to a meeting of ELC 30th October 2018. The amendment proposed by elected members to the LTS was subsequently reviewed by PBA and is not considered to affect the continuing validity of the ER or ER NTS.
    8. Following the adoption of the LTS, the 2005 Act requires ELC to prepare a statement setting out, amongst other matters, how environmental considerations and the SEA have been taken into account and how the likely significant effects on the environment of the document will be monitored. This SEA Post Adoption Statement fulfils these statutory requirements.

# How Environmental Considerations have been Integrated into the LTS

## Introduction

* + 1. The SEA process involves assessing the performance of an emerging plan or a programme against a series of objectives to test whether it is likely to result in significant effects on the environment. Schedule 3 of the 2005 Act prescribes a list of environmental topics for which any likely significant effects must be assessed.

## Environmental Considerations of Relevance to the LTS

* + 1. At the outset of preparing the SEA Scoping Report for the LTS, baseline and policy reviews were undertaken to identify the key environmental and socio-economic issues which would need to be considered throughout the preparation of the LTS. A summary of the key identified issues is provided in Table 3.1 below. To ensure these issues were sufficiently addressed, a dedicated SEA Objective was then devised within a SEA Framework to assess the likely effects of the LTS upon each thematic issue.

Table 3.1: Key Environmental Issues Identified in Relation to the LTS

| **SEA Objectives** | **Key Issues** |
| --- | --- |
| **1. Biodiversity and Geodiversity**: Conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network. | * There are a number of designated sites for biodiversity in East Lothian which must be considered when planning development. Whist there are no Special Areas of Conservation (SAC), some parts of the south eastern Lammermuirs (Monynut Water) drain in to the River Tweed SAC in the Scottish Borders Council area. |
| **2. Placemaking**: Enhance design quality to create great places, protect and enhance key landscape features and historic assets, and safeguard industrial heritage. | * East Lothian is an area of great historical significance, and it is believed there are few areas in the local authority where there is not potential archaeological remains. * Currently there are 10 designated Areas of Great Landscape Value in East Lothian, including the coastline, the Lammermuir and Garleton Hills, and Traprain Law. * There is a scarcity of vacant urban land in East Lothian Council, in 2009 this was recorded as little as 4ha. * There are 43 buildings at risk within the area. |
| **3. Air Quality**: Prevent and reduce emissions and concentrations of harmful atmospheric pollutants and minimise exposure to poor air quality. | * Pollutants of concern in East Lothian are particulate matter (PM10) and nitrogen dioxide (NO2) that originate principally from road traffic. Monitoring of PM10 continues in Musselborourgh however is not considered likely to breach air quality objectives across the rest of the LA area. However, monitoring of NO2 levels in 2012/13 confirmed that areas of Musselborourgh High Street are exceeding the nitrogen dioxide annual mean objectives. ELC have declared an Air Quality Management Area (AQMA) in Musselborourgh with additional NO2 monitoring sites in Tranent. |
| **4. Water**: Conserve, protect and enhance the water environment, water quality and water resources. | * A 2009 SEPA reports suggest 66% of water bodies in ELC are classified as being moderate, poor or bad ecological state, predominantly in areas with high agricultural activity and associated diffuse source pollution, water abstraction, flow regulation and morphological changes. * Sewage disposal contributes towards point source pollution within the East Lothian Coastal, River Esk and River Tyne catchments. Point source pollution from mining and quarrying is a pressure also affecting the River Esk. |
| **5. Energy and Climate Change**: Decouple industrial growth and economic prosperity from increased fossil fuel consumption and greenhouse gas (GHG) emissions. | * The UK Climate Projects suggests by 2050, under the medium emissions scenario, the central estimate for East Scotland is for a 2.3°C increase in   mean summer temperature, 13% drop in mean summer precipitation, 10%  increase in mean winter precipitation and 13.9cm rise in sea level for  Edinburgh. This will place significant strain on infrastructure and available  resources in East Lothian. |
| **6. Flood Risk and Resilience**: Reduce the risk of flooding, taking into account the effects of climate change, adaptation efforts and the need to enhance resilience. | * Approximately 3.2% of East Lothian is at medium to high risk from fluvial flooding, with around 2.2% of properties at medium to high risk of flooding. * Approximately 1.1% of East Lothian is at risks from coastal flooding, and around 5.2% properties are at medium to high risk of such flooding. |
| **7. Materials and Waste**: Contribute to the implementation of the circular economy, promote recycling and manage waste with minimal environmental impact. | * The North Berwick waste Water Treatment Works is very near capacity as a result of the foul drainage needs or nearby strategic housing. To realise this development SEPA require notable investment in infrastructure. * Sewage disposal contributes towards point source pollution within the East Lothian Coastal, River Esk and River Tyne catchments. |
| **8. Community**: Reduce poverty and inequality, tackle social exclusion and promote community cohesion. | * The need to reduce multiple deprivation and provide suitable opportunities (economic, social and environmental) for the benefit of all local people. |
| **9. Environmental Quality**: Remediate land, reduce harmful effects on the environment from contamination, improve land quality and enhance the quality of the physical environment. | * The need to remediate extensive areas of contaminated land within the East Lothian Area and to reduce environmental effects associated with known contamination. * The need to safeguard soil resources. |
| **10. Health, Wellbeing and Safety**: Protect and improve health, wellbeing and safety, including through reducing health inequalities, enhancing access to high quality open space and avoiding adverse impacts on human health. | * The need to protect and enhance the health and wellbeing of the local population, including through avoiding harm from industrial activities and action to reduce significant health inequalities. Whilst life expectancy in East Lothian is overall higher than the average for Scotland, it contains some notable pockets of variation; for example, in Wallyford and Tranent where life expectancy is below the Scottish average. * East Lothian has no Major Hazard Sites, as defined by the Health and Safety Executive, however Torness Nuclear Power Station does lie within the area. There are also 10 Major Pipelines carrying gas throughout the area. * Noise mapping next to major transport corridors (e.g. A1 and East Coast Main Rail Line) were recorded around 65- 70dB, with levels around 60-65dB experienced on land immediately adjacent. Where transport routes are located close to one another noise levels were also recorded as high as 55-60dB on land located between routes. |
| **11. Transport**: Enhance and improve connectivity and accessibility through implementing a sustainable transport strategy | * Whilst East Lothian is well served by its strategic transport network there is an underlying problem of lack of capacity in transport infrastructure and local transport services, particularly those extending in a north/south direction. These factors will be exacerbated by the anticipated future population growth and resulting increased demand fortravel. Feedback from Transport Scotland suggests that capacity constraints on the A1 and Old Craighall Junction will constrain any further development being delivered in the area until it can be rectified. The rail network in the area also has limited capacity with the high frequency of services on the East Coast Main Line affecting scheduling for local services as well as on the North Berwick Branch Line. |
| **12. Employment**: Increase high quality employment opportunities for the working age population across the ELC area. | * The need to ensure that the East Lothian Area remains of strategic regional and national importance for industrial activities and employment. Whilst East Lothian has a qualified labour force across all sectors there are pockets of deprivation, and a mismatch between the size of labour force and the availability of jobs meaning residents are commuting to find employment elsewhere. This is exacerbated by relatively poor accessibility of the area via national and international transport modes, and therefore the area is perceived as being less attractive for large businesses to establish themselves there. |
| **13. Economic Growth and Industrial Excellence**: Maximise the contribution of the ELC area to the local, regional and national economies, diversity economic activity, encourage enterprise and support industrial excellence. | * The need to maximize the contribution of the East Lothian Area to the local and regional economy and to the achievement of sustainable development. East Lothian’s population is increasing and projected to increase by 33% to around 128,300 in the year 2033 and is expected to experience the highest rate of population growth in Scotland during this period – around 30% of this expected from natural change where as 70% from net migration. This increase in population is spread across all age groups, however the pensionable age population is expected to increase by 43% and the amount of people over 75 is expected to increase by 95%. * As of 2017[[2]](#footnote-2), the population of East Lothian has risen by 30% since 1981, while Scotland’s population has risen by 6% in the same period. In line with population increase, economic activity levels in East Lothian have risen by 4.3% since 2008, whilst on average across Scotland, it has risen by just 0.4% in the same period. Efficiency of transport infrastructure and increased economic opportunities for ELC residents are required to continue this upward trend. |
| **14. Land and Infrastructure**: Optimise the efficient use of land and existing infrastructure and provide new or upgraded infrastructure to meet identified needs. | * East Lothian is generally well provided for in terms of green and open space, however three areas do not meet standards set out on the Open Space Audit and Greenspace Mapping (2009) criteria; namely: * Dunbar and Tranent for Quantity; * Musselborourgh, Prestonpans and Tranent for quality; * Areas of Dunbar Haddington, North Berwick, Gullane and Tranent for accessibility. * Substantial parcels of rural land within East Lothian is classified as prime agricultural land. The majority is contained in areas where development has already occurred and is therefore likely to experience pressure for further development in future. This prime land must be protected as much as possible, and any potential impacts must be minimised. * There are currently no operational coal mines in the area, however the remaining areas underlain by coal are close to existing relatively tight settlement groups with attractive landscape settings. ELC contains areas of peat soils, predominantly in the uplands of the Lammermuir Hills. Development has the potential to cause soil sealing and disturb carbon rich soils, resulting in the loss of soil function and the release of stored carbon. |

## SEA Framework

* + 1. The key output from SEA scoping is the production of a SEA Framework, which is subsequently used to assess the performance of the emerging plan or programme. The SEA Framework for the LTS was developed by considering the following:

1. The environmental topics prescribed within Annex 1 of the SEA Directive and Schedule 3 of the SEA Regulations;
2. The objectives of other relevant plans and programmes at local, national and international scales;
3. The environmental, social and economic characteristics of the East Lothian Area and the surrounding environment (which includes a number of nationally and internationally designated sites);
4. Key environmental and wider sustainability issues identified as being relevant to the planned transport infrastructure improvements in the East Lothian Area; and,
5. Responses received from the SEA Consultation Authorities regarding a draft SEA Framework set out within the SEA Scoping Report (PBA, July 2017).
   * 1. The SEA Framework and methodology detailed within the East Lothian Local Transport Strategy 2017 SEA Scoping Report (PBA, 2017) was used to underpin the SEA process for the LTS. The Framework was subsequently subject to minor amendment throughout the SEA process to take account of feedback received from the SEA Consultation Authorities and ensure that it provided a robust basis upon which to assess the likely significant effects on the environment of the emerging LTS.
     2. The final SEA Framework which was used to assess the emerging LTS, as reported within the ER, is provided in **Appendix A.**

# How SEA reporting has been taken into account in the LTS

## Overview

* + 1. Aside from complying with the requirements of the SEA Regulations, the main purpose of SEA reporting was to allow the SEA Consultation Authorities[[3]](#footnote-3), the public and decision makers (i.e. ELC elected members) to consider the likely impacts of the emerging LTS on relevant environmental issues (as defined in Table 2.1 above).

## SEA Reporting

* + 1. In line with statutory requirements, SEA has been undertaken, reported and consulted on at each stage in the preparation of the LTS. Table 4.1 below outlines the main sustainability issues reported on at each stage of the SEA process.

Table 4.1 Iterations of LTS SEA Reports and Consultations

|  |  |  |
| --- | --- | --- |
| SEA Reporting | Consultation Period | Summary of Issues Considered |
| SEA Scoping Report (July 2017) | August 2017 | This initial report identified the need to undertake a SEA of the LTS and set out a proposed SEA Framework to assess the likely environmental effects from all substantive components of the document. The SEA Framework comprises a series of sustainability objectives and guide questions regarding identified socio-economic and environmental issues of relevance to the East Lothian Area and surrounding environment. |
| SEA Environmental Report for the East Lothian Council LTS Consultation Draft, ER NTS and Draft LTS (March 2018) | 30th March-11th May 2018 | The East Lothian Council LTS ER, NTS and Draft LTS was published in March 2018 to formally report the findings of the SEA undertaken in respect of the LTS. The assessment phase of the SEA involved systematically assessing all substantive components of the proposed Consultation Draft LTS to identify and assess their likely significant effects on the environment. This assessment was undertaken using the final SEA Framework (provided in Appendix A).  The preparation of the ER included the identification of a suite of SEA mitigation and enhancement recommendations to ensure the avoidance of likely significant adverse effects and to improve clarity. All SEA recommendations were subsequently incorporated into the Draft LTS prior to its publication and the ER was updated for consistency. |

## SEA Assessment Matrices and Scoring

* + 1. To ensure the SEA remained proportionate, a matrix-based approach was adopted to identify and assess likely significant environmental effects from each substantive component of the Consultation Draft LTS, namely:
* Proposed LTS Vision and Objectives;
* Proposed Policies; and,
* Proposed Transport Infrastructure Interventions.
  + 1. The SEA was reported using matrices to allow for the consistent identification of likely effects, uncertainties, key assumptions and recommended mitigation or enhancement measures.
    2. A compatibility matrix and scoring system was developed to test the alignment of the LTS vision and objectives with the East Lothian Council SEA Framework, whilst a detailed assessment matrix and associated scoring system was developed to identify likely significant effects upon the environment from the implementation of actions within the LTS. These scoring systems are outlined in Tables 4.2 and 4.3 respectively.

Table 4.2: SEA Compatibility Assessment Scoring

|  |  |
| --- | --- |
| **Compatibility Description** | **Symbol** |
| The assessed component is compatible with this SEA Objective | + |
| The assessed component would have a neutral effect on this SEA Objective | 0 |
| The assessed component would have an uncertain effect on this SEA Objective | ? |
| The assessed component is incompatible with this SEA Objective and mitigation is therefore required to ensure the avoidance of likely significant adverse effects | - |
| There is no clear relationship between the assessed component and this SEA Objective. | ~ |

Table 4.3 SEA Scoring System to Establish Likely Significant Effects from Proposed Development Principles

|  |  |  |
| --- | --- | --- |
| **Score** | **Description** | **Symbol** |
| Significant (Major) Positive Effect | The assessed component contributes significantly to the achievement of the SEA objective. | **++** |
| Minor Positive Effect | The assessed component contributes to the achievement of the SEA objective but not significantly. | **+** |
| Neutral Effect | The assessed component is related to but does not have any effect on the achievement of the SEA objective | **0** |
| Minor Negative Effect | The assessed component detracts from the achievement of the SEA objective but not significantly. | **-** |
| Significant (Major) Negative Effect | The assessed component detracts significantly from the achievement of the objective. Significant adverse effect predicted; mitigation therefore required in accordance with the 2005 Act. | **--** |
| Uncertain Effect | The assessed component has an uncertain relationship with the SEA objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made. | **?** |
| No Clear Relationship | There is no clear relationship between the assessed component and the achievement of the SEA objective or the relationship is negligible. | **~** |

* + 1. As detailed in Section 4.4 below, mitigation and enhancement measures were identified to address all likely significant adverse effects, enhance the level of predicted beneficial effects and allow all components of the LTS to contribute positively to the achievement of the SEA Objectives wherever possible.

## SEA Mitigation and Enhancement Recommendations

* + 1. The identification of any assumptions and uncertainties is an important element of SEA, as all LTS components need to be unambiguous to ensure they can be implemented as intended. The assessment of each LTS component was initially undertaken on a pre-mitigation basis, which allowed any ambiguities and other weaknesses to be identified and appropriate mitigation or enhancement recommendations to be devised by the SEA project team to address such issues.
    2. A Draft ER was prepared by PBA in September 2018 to identify and assess the likely significant effects on the environment of the then draft version of the Consultation Draft LTS. This ER contained a schedule of proposed mitigation and enhancement recommendations, detailed in Appendix B, to address identified uncertainties and enhance the environmental performance and clarity of the document. ELC subsequently incorporated all of the recommendations into the Consultation Draft LTS prior to its publication. A final version of the ER was then produced by PBA in December 2017, with assessment conclusions updated where necessary to take account of the mitigation which had been incorporated into the LTS and a section added to explain how the SEA recommendations from the Draft ER had been actioned by ELC. This demonstrates that the formal assessment phase of the SEA directly influenced the content of the LTS.
    3. In summary, the iterative nature of the SEA process, the independence of the SEA project team and the advice provided throughout by the SEA Consultation Authorities has allowed the SEA to identify and address uncertainties and concerns, as well as to maximise opportunities for environmental enhancement, within the LTS as it evolved. The final adopted LTS directly responds to all relevant issues raised through the SEA process.

# How the opinions raised during consultation have been taken into account

## Consultation Opportunities

* + 1. The 2005 Act requires the opinions expressed by consultees and the public regarding a SEA to be taken into account during the preparation of the plan or programme before its adoption. Three formal consultation exercises were carried out as part of the SEA and LTS preparation processes:
* An initial Issues and Objectives public consultation in 2011 to determine transport related issues within the ELC area;
* Consultation on the East Lothian LTS SEA Scoping Report with the SEA Consultation Authorities between July – August 2017. As a result of this, minor amendments were made to the SEA Framework to take account of their comments; and,
* The Consultation Draft LTS was subject to public consultation in tandem with the ER and ER NTS from 30th March – 11th May 2018. The documents were also submitted to the SEA Consultation Authorities for comment on 30th March 2018. A meeting was then held between ELC and Scottish Natural Heritage (SNH) on 29th May 2018 to discuss the Consultation Draft LTS further.
  + 1. Section 5.2 below identifies how responses received in respect of these consultations were taken account of.

## Impact of SEA Related Consultation Responses on the LTS

SEA Scoping Report

* + 1. The approach to the SEA and the emerging content of the LTS itself was subject to minor amendments to take account of responses received to the SEA Scoping Report from the SEA Consultation Authorities, as detailed in Appendix C. This demonstrates that even prior to the formal assessment phase and preparation of the ER, the SEA process closely influenced and contributed to the enhancement of the LTS.

SEA Environmental Report

* + 1. Table 5.1 below summarises the responses received from each of the SEA Consultation Authorities in respect of the ER and ER NTS which accompanied the Consultation Draft LTS. The responses provided by the SEA Consultation Authorities were all supportive of the SEA process adopted and did not require any amendments to be made to the ER or ER NTS. No responses were submitted by members of the public or other organisations regarding the ER or ER NTS.

Table 5.1 Summary of SEA Consultation Authority Responses to the ER & ER NTS

| Respondent Name | Summary of Comments | SEA Assessor Response (PBA) |
| --- | --- | --- |
| Scottish Natural Heritage (SNH) | SNH noted that the ER had addressed the comments previously submitted by SNH at SEA Scoping Stage and that the assessment of likely significant effects presented in the ER was thorough and comprehensive. SNH also welcomed the influence that the SEA process has had on the development of the LTS. | No modifications required to the ER or ER NTS. |
| Scottish Environmental Protection Agency (SEPA) | SEPA identified a deterioration in air quality as being the main environmental issues relevant to the LTS and the ER within SEPA’s remit. Comments were provided regarding the Consultation Draft LTS (see Table 5.2 below) but no substantive comments were made in respect of the ER. | No modifications required to the ER or ER NTS. |
| Historic Environment Scotland (HES) | HES noted that the ER had addressed the comments previously submitted by HES at SEA Scoping Stage and that an appropriate baseline had been identified to underpin the assessment.  HES questioned whether the assessment of likely effects from proposed transport interventions was undertaken on a pre or post-mitigation basis. However, HES stated that in relation to their remit the assessment findings reported in the ER are considered to be sound.  HES confirmed that the mitigation measures identified in respect of LTS policies and proposals are appropriate. | The assessment presented in the ER took account of all ‘embedded mitigation measures’ which had been proposed through the SEA and then incorporated into the LTS in December 2017. These embedded mitigation measures largely related to the clarity of the LTS rather than to individual transport interventions The ER also identified further mitigation which would be required but which have not already been incorporated into the LTS or otherwise implemented. The assessment and scoring presented in the ER therefore did not take account of these further mitigation measures. No modifications required to the ER or ER NTS. |

Consultation Draft LTS

* + 1. ELC formally consulted on the Consultation Draft LTS, ER and ER NTS from 30th March – 11th May 2018. Consultation activities included an online survey and a series of public and stakeholder engagement workshops: six public engagement workshops were held between the 17th - 26th April with an additional ‘wash up’ meeting held in Gullane on 29th May 2018. Interested stakeholders including SNH attended this final meeting. In total approximately 100 people attended the events consultation events and 500 responses (486 from individuals & 14 from organisations including all of the SEA Consultation Authorities) were submitted to ELC in respect of the Consultation Draft LTS via the online survey.
    2. The ‘*East Lothian Council Proposed Local Transport Strategy- Public Response to Consultation*’ document[[4]](#footnote-4) provides a full review of the results of the public consultation and explains how the comments received have been taken account of in the final LTS. The consultation review document was presented to a meeting of ELC on 30th October 2018 for approval alongside the modified LTS, ER, ER NTS and proposed LTS Action Plans. In overall terms the majority of responses received regarding the Consultation Draft LTS expressed strong support for the seven objectives identified in the document and requested only minor changes to individual components of it.
    3. Whilst no amendments were necessary to the ER or ER NTS, the responses received from the SEA Consultation Authorities did identify a limited number of issues within the Consultation Draft LTS itself and sought associated minor changes to the document. Table 5.2 below provides an overview of the points raised by the SEA Consultation Authorities and the modifications made by ELC to the LTS in response. This demonstrates that the SEA process has directly influenced the content of the final adopted LTS.

Table 5.2 Summary of SEA Consultation Authority Responses to the Consultation Draft LTS

| Respondent Name | Summary of Comments | Response |
| --- | --- | --- |
| SNH | * *Active Travel:* SNH consider the delivery of the proposed Segregated Active Travel Corridor (SATC) to be of particular importance given the scale of housing growth planned for the west of the ELC administrative area. The SATC should function as a strategic route between new and established communities linking with Edinburgh with local routes should then connect into. Development of the first phase of the SATC in the west as a strategic route should be prioritised. * *Placemaking:* SNH consider that wider public realm improvements are required beyond simply improving bus stop quality and reducing parking. This should be reflected in the LTS. * *Access to the Countryside:* SNH acknowledge the need to prioritise safe access for all users on local roads. They also identified the need to prioritise projects which encourage better access to key recreational areas in order to extend the promotion of active travel to the more rural areas of the ELC administrative area. | * *Active Travel:* The LTS places strong emphasis on supporting increased uptake of active travel, with relevant policy measures and interventions included in all 5 LTS policies. Implementation details are then set out within ELC’s Active Travel Improvement Plan which supports the LTS. Policy 3 – Active Travel and Healthy Lifestyles promotes a potential SATC and confirms this would function as a strategic link between Edinburgh and ELC’s main settlements rather than as a local network. In response to comments received from SNH, Section 3.8 - SATC of the Active Travel Improvement Plan has been amended to emphasise the strategic role of the SATC, with a “spine” route connecting Edinburgh with ELC’s main settlements and spurs leading from this. This section has also been amended to prioritise early delivery of SATC phases which can connect areas of high demand. * *Placemaking:* Policy 2 – A Safer East Lothian explicitly requires the principles of the Scottish Government’s Designing Streets planning policy to be adopted in all new development. This includes proposals for the siting and design of transport infrastructure as well as in respect of other proposals involving the development of streets. Whilst the adopted East Lothian LDP (2018) more appropriately sets out detailed policy requirements regarding placemaking, Policy 2 within the LTS makes clear that urban environments must be designed to a high quality. * *Access to the Countryside:* In response to comments received from SNH, the Active Travel Improvement Plan (which directly supports the LTS) has been amended to acknowledge that connectivity of active travel routes in rural areas is problematic and needs to be improved. The Action Plan section of this document also clearly identifies a suite of active travel routes, including recreational routes, which ELC wish to see extended or completed. |
| SEPA | * *Air Quality:* Noted that ELC are overdue in submitting a new Air Quality Action Plan for the Mussleburgh Air Quality Management Area (AQMA); this should now be prepared in alignment with the LTS. The Mussleburgh AQMA will have to be screened for a Low Emissions Zone by 2023 and this should be acknowledged in the LTS. * *Low Emissions Zones:* Requested the insertion of text within the ‘Greater Integration’ section regarding liaison with other stakeholders to address the implications for East Lothian of the forthcoming City of Edinburgh Low Emissions Zone. Also Requested the insertion of text within the ‘Minimising Environmental Impacts’ section regarding the need for the Musselburgh AQMA to undergo LEZ screening before 2023. | * *Air Quality:* The LTS recognises the need to tackle areas with poor air quality and that the level of new housing coming forward within the East Lothian LDP (2018) period will further increase the scale and urgency of improving air quality. In response to comments received from SEPA, Policy 5 – Encouraging Sustainable Travel has been amended under the subheading ‘Minimising Environmental Impacts’ to provide further details regarding the rationale for an implications of the Mussleburgh AQMA. * Low Emissions Zones: In response to comments received from SEPA, Policy 5 – Encouraging Sustainable Travel has been amended under the subheading ‘Minimising Environmental Impacts’ to refer to the LEZ regulatory framework and confirm that the introduction of LEZ within the ELC administrative area may be appropriate. |
| HES | * *Historic Battlefields:* HES welcomed the commitment within the strategy to ensure the appropriate mitigation of effects of the proposed transport interventions on the environment. In particular HES sought early engagement regarding potential design and mitigation options for the interventions located within designated Historic Battlefields | * *Historic Battlefields:* The likely effects of all LTS policies and substantive proposals (i.e. transport interventions) on the historic environment, has been assessed through the SEA process. The SEA included GIS analysis to determine the proximity to and potential effects on heritage assets including Historic Battlefields from all proposed transport interventions, as reported within the ER. ELC would strongly welcome engagement from HES (and the other SEA Consultation Authorities) to inform the siting and design of all proposed transport interventions, in particular design advice from HES for interventions sited within Historic Battlefields. |

Final Amendments

* + 1. The modified LTS was presented to a meeting of ELC on 30th October 2018 with a recommendation that it should be adopted by ELC as the new LTS for the ELC administrative area. In advance of the meeting the following amendment was put forward by the Conservative group of ELC elected members:

*“The Council will assess the demand on town centre parking supply and appraise on an individual town by town basis taking into account the views of local people and where appropriate the Council will introduce charging for off-street car parks and/or on-street parking places. All proposals for the introduction of charging for off-street and/or on-street parking places will be brought to a meeting of East Lothian Council for approval.*

*The primary view of the Council is not to charge for off-street car parks and/or on-street parking places, however, schemes will be permitted on an individual basis if needed and local support for such a proposal can be demonstrated. All parking regimes would require regular monitoring”.*

* + 1. On behalf of ELC, PBA reviewed this amendment and concluded that it would not affect the continued validity of the ER and ER NTS owing to the absence of any likely new or different significant effects on the environment from those previously predicted. At the meeting on 30th October 2018 ELC determined that the amendment should be incorporated within the final LTS and that the final LTS should then be adopted.

# Reasons for choosing the LTS as adopted, in light of other alternatives dealt with

## Overview

* + 1. In accordance with the 2005 Act, the SEA undertaken in respect of the LTS considered the likely effects from both the preferred approach and all reasonable alternatives which could be identified at each stage of the LTS’s development. This section provides an overview of the preferred approach and the reasonable alternatives that were considered.

## Reasonable Alternatives Considered

* + 1. Following the approach outlined in the East Lothian LTS SEA Scoping Report, consideration was given to the need to identify and assess any reasonable alternatives to the components within the LTS. However, all of the proposed policies and transport infrastructure interventions represent the results of an extensive process (including detailed scenario modelling) to select initiatives, policy measures and interventions which would appropriately address the transport problems, issues and opportunities identified within the LTS.
    2. Taking account of the high-level nature of the policies within the Draft LTS and on the basis that the inclusion of infrastructure interventions only provides broad policy support for them, rather than setting out detailed design options, no additional or different (i.e. alternative) initiatives, policy measures and interventions were identified as being capable of satisfactorily addressing relevant transport problems, issues and opportunities, as identified within the LTS. No reasonable alternatives therefore were identified as requiring assessment within the SEA process.
    3. The evolution of the baseline scenario in the absence of the new LTS was also not considered to constitute a reasonable alternative and thus the continuation of the status quo did not require to be assessed within the ER. This is because the evolution of the baseline scenario without a new LTS would fail to address the transport issues, problems and objectives identified within the LTS, whilst also failing to take account of the transport implications of the site allocations and policies within the East Lothian LDP 2018 – 2023.

# East Lothian Council LTS Monitoring Framework

## Monitoring Requirements

* + 1. Section 19 of the 2005 Act requires arrangements to be in place to monitor the likely significant effects of the implementation all plans and programmes which are subject to SEA. The 2005 Act further requires these arrangements to be described within this SEA Post Adoption Statement. Monitoring is also needed to verify that the approach set out in the LTS continues to be appropriate and effective and to assist in determining when the LTS should be reviewed.

## LTS Monitoring Framework

* + 1. The ER which accompanied the Consultation Draft LTS noted that for a successful monitoring framework, ELC must ensure that the indicators they choose for monitoring are specific, manageable and targeted towards measuring the implementation of the LTS. For instance, demonstrating a relationship between the condition of a specific environmental receptors and the implementation of the LTS may be difficult. In addition, monitoring indicators must be relevant to the LTS and should also only address matters required through policy, rather than with reference to quantified targets that exceed policy expectations or relate to protection of environmental assets not addressed in LTS.
    2. In response to the monitoring requirements set out above, ELC developed a monitoring framework which is included in Section 5.1 of the adopted LTS itself. This framework:
* Defines the key target(s) or outcome which each objective of the LTS seeks to achieve through the implementation of constituent policies and proposals (i.e. transport interventions); and,
* Sets out indicators to monitor whether the objectives within the LTS are implemented as intended through policies and proposals, and therefore whether the likely environmental effects predicted through the SEA process actually occur. This monitoring framework should be used to determine whether the LTS is effective or if any changes are required.
  + 1. Table 7.1 below sets out the set of indicators and associated targets which ELC have developed to monitor the implementation of the LTS, including with respect to its likely environmental effects. This monitoring framework is considered to satisfy the monitoring requirements prescribed by section 19 of the 2005 Act.

Table 7.1 Indicators and Targets to measure the progress of the LTS

| Indicator | Target | Baseline (Component of LTS) | Objective 1: To deliver a more attractive and safer environment for pedestrians and cyclists; | Objective 2: To reduce the overall dependence on the car and the environmental impact of traffic; | Objective 3: To promote the availability and use of more sustainable means of travel; | Objective 4: To locate new development where it reduces the need to travel; | Objective 5: To maximise accessibility for all and reduce social exclusion; | Objective 6: To promote integration and integration and interchange between different means of travel; | Objective 7: To maintain the transport network to a suitable standard to ensure it meets the needs of all users. |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 1. Modal share for travel to work | Reduce levels of car use and increase use of sustainable modes including walking, cycling and public transport by 2020. | Key Statistics Section A |  | ✓ | ✓ |  |  |  |  |
| 2. People that drive every day | Reduce people that drive every day to at least align with the national average (currently 42%) by 2020. | Key Statistics Section B | ✓ | ✓ | ✓ | ✓ |  |  |  |
| 3. Traffic growth over a 10 year period | Reduce rate of traffic growth over a rolling 10 year period to at least align with the national average (currently 8.3%) by 2020. | Key Statistics Section E | ✓ | ✓ | ✓ | ✓ |  |  |  |
| 4. Roads needing repair | Reduce percentage of roads needing repair to 25% by 2020. | Key Statistics Section E | ✓ |  | ✓ |  |  |  | ✓ |
| 5. Households with access to a bicycle | Increase households owning a bicycle to 55% by 2020. | Key Statistics Section F | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |  |
| 6. People that walk regularly as a means of transport | Increase people that walk regularly as a means of transport from 75% to 80% by 2020. | Key Statistics Section F | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |  |
| 7. Fatal, serious and total road accident casualties | In comparison to the 2004-2008 average, achieve a:   * 40% reduction in people killed by 2020; and * 55% reduction in people seriously injured by 2020. | Key Statistics Section C | ✓ |  |  |  |  |  | ✓ |
| 8. Park and Ride provision | Increase official Park and Ride spaces by a minimum of 10% by 2020. | Key Statistics Section I |  | **✓** | **✓** |  | **✓** | **✓** |  |
| 9. Train station passengers | Increase patronage at all train stations on a year on year basis up to and including 2020. | Key Statistics Section J |  | **✓** | **✓** |  | **✓** |  |  |
| 10. Supported bus services spend | Reduce expenditure on supported bus services on a year on year basis up to and including 2020 whilst maintaining adequate bus service coverage. | Contracts covering 13 routes costing over £850k per annum. |  | **✓** | **✓** | **✓** | **✓** |  |  |
| 11. Community transport initiatives operating | Maintain as a minimum current geographical and passenger coverage of Community Transport initiatives up to and including 2020. | 5 existing Community Transport Schemes |  | **✓** | **✓** | **✓** | **✓** |  |  |
| 12. Pedestrians using town centres | Increase pedestrians using town centres on a year on year basis up to and including 2020. | No baseline data | ✓ |  | **✓** |  |  |  | ✓ |
| 13. Parking turnover in town centres | Increase parking turnover in town centres on a year on year basis up to and including 2020. | No baseline data | ✓ |  |  |  | **✓** | **✓** |  |
| 14. Areas amongst the most deprived in Scotland | Maintain and, if possible, reduce the number of datazones within the 15% most deprived in Scotland up to and including 2020. | 3 of 976 datazones in 15% most deprived in Scotland (SIMD 2012) |  |  |  | **✓** | **✓** |  |  |
| 15. Housing completions by area | Ensure all new housing developments are accessible by a range of transport modes not just by car up to and including 2020. | Not Applicable |  | **✓** | **✓** | **✓** | **✓** | **✓** |  |
| 16. People claiming jobseekers allowance | Maintain existing levels as a minimum and seek to reduce proportion of people claiming jobseekers allowance by 2020. | Key Statistics Section G |  |  |  |  | **✓** |  |  |
| 17. People economically active | Maintain existing levels as a minimum and seek to increase the proportion of people economically active by 2020. | Key Statistics Section G |  |  |  |  | **✓** |  |  |

# Conclusion

* + 1. This Post Adoption Statement has been prepared to explain how the SEA process and wider environmental considerations have informed the development of the LTS, which was formally adopted by ELC on 30th October 2018.
    2. Section 2 of this report has provided an overview of the preparation of the LTS and the undertaking of an associated SEA. In accordance with Part 3 of the Environmental Assessment (Scotland) Act 2005, Sections 3 – 7 of this SEA Post Adoption Statement has reported:
* How environmental considerations have been integrated into the plan or programme;
* How the Environmental Report has been taken into account;
* How opinions expressed by the SEA Consultation Authorities on the emerging plan or programme and the accompanying Environmental Report have been taken into account;
* The reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and,
* The measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme.
  + 1. **Sections 4 and 5** and **Appendix B** of this report demonstrate that the final LTS has been closely informed by SEA reporting and that all environmental issues identified through the SEA process have now been addressed.

1. SEA Framework
   * 1. The final SEA Framework which has been used in the assessment of the Draft East Lothian LTS is provided in Table A.1 below.

Table A.1 LTS SEA Framework

| **SEA Objective** | **SEA Guide Questions** | **SEA Topic** |
| --- | --- | --- |
| 1. Biodiversity: Conserve or enhance biodiversity, flora and fauna. | * Will the LTS affect the integrity or conservation objectives of any site designated at international, national or local levels for reasons of biodiversity conservation or species protection? * Will the LTS result in any negative impacts on or place pressure on the conservation objectives of any Special Area of Conservation (SAC) or Special Protection Area (SPA)? * Will the LTS cause disruption or damage to any valued species or habitat, including but not limited to European Protected Species and their habitats? * Will the LTS safeguard against habitat loss or fragmentation and will it conserve or enhance habitat connectivity? * Will the LTS conserve or enhance protected trees or woodland important for its type, extent or landscape significance? | Biodiversity, Flora and Fauna |
| 2. Population: Maintain or enhance the quality of life and access to services and opportunities for East Lothian’s residents. | * Will the LTS provide adequate transport facilities that meet the needs of the people of East Lothian? * Will the LTS contribute to regeneration of disadvantaged areas? * Will the LTS ensure access via active travel or public transport options to facilities, or services, or employment opportunities? * Will the LTS reduce congestion and allow for greater journey time reliability? * Will the LTS support the efficient movement of freight? * Will the LTS promote social inclusion and improve accessibility to key destinations, especially for those without a private car? * Will the LTS support changing demographics in East Lothian by providing appropriate transport facilities to meet their needs? * Will the LTS support economic development and employment opportunities through tourism in the area? | Population |
| 3. Human Health: Maintain, or provide opportunities to improve, human health. | * Will the LTS facilitate and/or encourage use of public transport and active travel? * Will the LTS promote the provision of safe pedestrian and cycle access links? * Will the LTS improve accessibility to open spaces, or sports facilities, or the core path network, for physical recreational purposes? * Will the LTS reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? * Will the LTS increase or decrease noise and vibration? * Will the LTS reduces the likelihood of transport-related road accidents and casualties? * Will the LTS improve access to healthcare facilities? * Will the LTS safeguard sensitive environmental receptors to maintain and enhance human health? | Human Health |
| 4. Land and Soil: Conserve or enhance soil quality, quantity and function. | * Will the LTS avoid the loss of prime quality agricultural land? * Will the LTS avoid the loss of rare or carbon-rich soils? * Will the LTS result on the release of substances that could potentially contaminate the soil? * Will the LTS ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment, including groundwater? | Soil |
| 5. Water: Maintain or enhance the quality of the water environment and reduce flood risk. | * Will the LTS avoid inappropriate development in areas at flood risk and ensure that the overall flood risk in the area is not increased as a result of development? * Will the LTS mitigate flood risk and ensure appropriate drainage from developments and transport infrastructure through requiring the implementation of appropriate measures including SUDS? * Will the LTS Increase development that physically impacts on a watercourse or the coastline? * Will the LTS maintain or enhance the ecological status of the water environment? * Will the LTS result in the release of water-borne pollution into watercourses, groundwater or reservoirs? * Will the LTS increase the amount of surface water runoff into water bodies? | Water |
| 6. Air: Maintain or enhance air quality. | * Will the LTS maintain or enhance current levels of air quality? * Will the LTS impact (positively or adversely) on existing Air Quality Management Areas or other areas with known poor air quality? * Will the LTS lead to an increase or a reduction in vehicular traffic? * Will the LTS lead to an increase or reduction in traffic flows on congested routes? * Will the LTS promote good public transport accessibility? * Will the LTS promote good local access to existing facilities, services and employment? | Air |
| 7. Climatic Factors: Contribute to reducing GHG emissions and energy consumption or adapting to the effects of climate change. | * Will the LTS reduce the need to travel and the distance travelled, especially by motorised forms of transport? * Will the LTS contribute to or challenge the decarbonisation of the transport sector? * Will the LTS support a sustainable pattern of development which minimises energy consumption and GHG emissions? * Will the LTS promote resilience to the effects of climate change through, for example, flood, storm, landslip or subsidence? * Will the LTS promote sustainable and active travel? * Will the LTS promote the use of clean fuels/technologies? | Climatic Factors |
| 8. Material Assets: Manage, maintain or promote the efficient, effective or appropriate use of material assets, including natural resources and transport routes. | * Will the LTS promote the re-use of existing buildings worthy of retention, make an efficient use of land and / or prioritise the use of brownfield land over greenfield land? * Will the LTS affect the extraction of mineral resources, including potential sterilisation of such resources? * Will the LTS support and / or ensure provision of adequate infrastructure, services and facilities? * Will the LTS promote the reduction, reuse and recycling of waste? * Will the LTS allow for the sustainable use of resources? * Will the LTS promote or restrict access to public routes including Core Paths, Public Rights of Way (PRoW), National Walking and Cycling Routes and National Trails? * Will the LTS support sustainable asset management and practices, reducing traffic congestion or imposed delays and disruption over the network by co-ordinated, planned activities? | Material Assets |
| 9. Cultural Heritage: Preserve, protect and, where appropriate, enhance East Lothian’s historic environment. | * Will the LTS impact on any historic buildings / sites, including:   + the character or appearance of Conservation Areas?   + listed building or their settings?   + Scheduled Ancient Monuments or their settings?   + local archaeological sites?   + Historic Gardens or Designed Landscapes?   + sites included in the Inventory of Historic Battlefields? | Cultural Heritage |
| 10. Landscape: Conserve or enhance the character and appearance of settlements and the landscape, and protect visual amenity? | * Will the LTS prevent development from harming locations containing built or natural landscape features of significance? * Will the LTS protect the separate identity of settlements? * Will the LTS allow the consolidation /appropriate expansion of the existing settlement pattern and settlement structure? * Will the LTS conserve or enhance important areas of open / green space? * Will the LTS detract from or harm the landscape setting of settlements within East Lothian? * Will the LTS reduce public open space and green space within East Lothian? | Landscape |

1. Mitigation and Enhancement Recommendations
   * 1. A number of recommended mitigation measures have been identified in relation to the policies within the LTS. A schedule of these recommended changes is provided in Table B.1 below.

Table B.1 Schedule of Policy Mitigation Recommendations

|  |  |  |
| --- | --- | --- |
| **LTS Policy No.** | **Recommendations** | **Relevant SEA Objective No.** |
| **1** | 1. To ensure that Policy 1 (the Road Asset Management Plan and Maintenance Strategy) does not result in unintended adverse environmental effects, it is recommended that the Draft LTS should be modified to confirm that the implementation of the RAMP and Maintenance Strategy would have due regard to the protection of the environment, including through the adoption of appropriate environmental management and pollution prevention measures during physical works. | 1, 4, 5, 8, 9 |
| 1. For clarity it is recommended that the maintenance policy measure within Policy 1 should be renamed “*Maintenance Strategy and Whole Life Costing*”. This would more clearly define the scope and potential effects of the policy measure. | 8 |
| **2** | 1. For clarity it is recommended that the Safe Walking and Cycling Routes and Accessibility for All policy measures within Policy 2 should be expanded to confirm whether or not these measures are likely to include physical infrastructure works involving land take, as if required this could result in environmental effects. | 1, 4, 5, 8, 9 |
| 1. To better align the Draft East Lothian LTS within the SEA objectives it is recommended that the Road Safety Plan policy measure within Policy 2 should be expanded to confirm whether this measure would address infrastructure resilience issues and the impacts of adverse weather such as flooding. | 8 |
| **3** | 1. For clarity it is recommended that the Cycling and Walking Networks policy measure within Policy 3 should be expanded to confirm whether or not this measure is likely to include physical infrastructure works involving land take, as if required this could result in environmental effects | 1, 4, 5, 8, 9 |
| 1. It is recommended that Policy 3 should be modified to confirm that the implementation of the Cycling and Walking Networks policy measure would have due regard to the protection of the environment, including through the adoption of appropriate environmental management measures and appropriate protection of environmental quality and sensitive ecological features. | 1, 4, 5, 8, 9 |
| **4** | No recommended mitigation in respect of proposed policy measures. See Section 5.4 below for recommended mitigation in respect of proposed transport infrastructure interventions. | N/A |
| **5** | No recommended mitigation in respect of proposed policy measures. | N/A |

1. PBA Response to SEA Screening and Scoping Consultation Comments
   * 1. The approach to the SEA and the emerging content of the LTS itself were amended to take account of responses received to the SEA Scoping Report from the SEA Consultation Authorities as detailed in Table C.1 below. Please note references to Appendices in this section refers to the relevant Appendix in the ER.

Table C.1 Summary of Scoping Consultation Responses and Changes

| Respondent Name | Summary of Comments | Response |
| --- | --- | --- |
| Scottish Natural Heritage (SNH) | * SNH are content with the scope and level of detail proposed for the environmental report, as well as the proposed consultation period. * Questioned the need for a separate second assessment matrix solely looking at LTS vision and objectives in addition to matrix assessments for LTS policies and proposals. * Suggested that Biodiversity question 5 within the SEA Framework be updated to specifically include woodlands in the ancient woodland inventory. * Recommended that the SEA finds a way to identify Local Wildlife and Local Geodiversity Sites. * Suggested that a Guide Questions under SEA Objective 1 – Biodiversity should be expanded to include reference to “*habitat fragmentation or loss*”. | * The support for the proposed approach is noted and welcomed. * Relevant amendments have been made to the SEA Framework (see Appendix C) used throughout this SEA, including the addition of references to ancient woodland inventory sites and to consider habitat fragmentation as well as loss. * The presence of Biodiversity and Geodiversity Sites has been acknowledged within a revised version of the review of environmental aspects and problems, provided in Appendix A. |
| Scottish Environmental Protection Agency (SEPA) | * SEPA support the proposed approach to the Environmental Report and the proposed consultation period. * SEPA support the proposed identification of the relationship between proposed development and implications for the environment from increased transport. Also support the proposed approach to using this SEA to assess effects from proposed transport interventions and policies which are included in the LTS but also related to the East Lothian LDP and associated Supplementary Guidance. * Support the proposed SEA Objectives and Guide Questions regarding Air Quality, Water and Climate. * Recommended that the Health SEA Objective and Guide Questions could usefully be linked to Objectives, potentially through use of health guide questions under other relevant SEA Objectives. | * The support for the proposed approach is noted and welcomed. * Through further discussions with SEPA officers it was agreed that it would not be proportionate to include a health-related Guide Question under each SEA Objective and that this would result in unnecessary duplication within the assessment. Instead it was agreed that an additional Guide Question would be included under SEA Objective 3: “*Will the LTS safeguard sensitive environmental receptors to maintain and enhance human health?*”. This Guide Question has been inserted into the SEA Framework (see Appendix C). |
| Historic Environment Scotland (HES) | * HES are content with the approach and are satisfied with the scope and level of detail proposed for the assessment, as well as the proposed consultation period. * Welcomed the level of detail provided in the SEA Framework and consider that the framework overall is clear and likely to allow for a robust assessment. * Questioned whether the scoring system would allow positive and negative (or other multiple) effects from the same LTS component to be reported within the Environmental Report. Recommended that this could be made clear through text commentaries. * Recommended that the list of designated sites provided in Appendix A should include those designated for reasons of cultural heritage value. | * The support for the proposed approach and the detailed content within the proposed SEA Framework is noted and welcomed. * The presence of cultural heritage designations (local and national) has been acknowledged within a revised version of the review of environmental aspects and problems, provided in Appendix A. * The scoring system that has been adopted allows for multiple scores to be reported in respect of individual policies, policy components or proposed infrastructure interventions. The ‘/’ symbol has been used to separate out multiple effects where these are predicted from the same component of the LTS. Furthermore, Appendix D provides a summary of the range (maximum positive to maximum negative) of predicted effects from the proposed transport infrastructure interventions, whilst the individual scores for each intervention are detailed within Appendix E. This is considered to provide a sufficiently detailed yet proportionate level of assessment reporting. |
| Scottish Government SEA Gateway | * Noted the need to formally write to advise the Scottish Ministers of the period of consultation for the Environmental Report prior to commencing this period. | * Noted. |

1. The LTS responds to both the SEStrans Regional Transport Strategy (RTS) Refresh 2015 and Scotland's Transport Future: Guidance on Local Transport Strategies (Transport Scotland, March 2015). In particular, the 2005 Guidance encourages the preparation of LTS and specifies content which should be included in such documents. [↑](#footnote-ref-1)
2. NOMIS Labour Market Profile – East Lothian <https://www.nomisweb.co.uk/reports/lmp/la/1946157414/report.aspx#tabrespop> [↑](#footnote-ref-2)
3. SEA Consultation Authorities Scottish Natural Heritage, Scottish Environmental Protection Agency & Historic Environment Scotland. [↑](#footnote-ref-3)
4. East Lothian Council Proposed Local Transport Strategy- Public Response to Consultation <https://www.eastlothian.gov.uk/download/meetings/id/20168/14618_east_lothian_council_proposed_local_transport_strategy_2018-24_%E2%80%93_public_response_to_consultation> [↑](#footnote-ref-4)