

---

*Report*

**The City of Edinburgh Council  
Local Transport Strategy 2014 -  
2019: Strategic Environmental  
Assessment (SEA) Post Adoption  
Statement**

Prepared for  
**The City of Edinburgh Council**

April 2014

**CH2MHILL®**

16 Abercromby Place  
Edinburgh, EH3 6LB  
+44 (0)131 272 3300



# Contents

---

Section	Page
<b>Acronyms and Abbreviations</b> .....	<b>i</b>
<b>1 Key facts</b> .....	<b>1</b>
1.1 Key facts .....	1
<b>2 Introduction</b> .....	<b>2</b>
2.1 Background .....	2
2.2 Requirements for the Post Adoption Statement.....	2
<b>3 The LTS</b> .....	<b>3</b>
3.1 Summary of the LTS .....	3
<b>4 The SEA process</b> .....	<b>4</b>
4.1 Overview .....	4
4.2 How the SEA has been developed alongside the LTS .....	4
4.3 SEA Assessment Phases .....	6
4.3.1 SEA Activities.....	6
4.3.2 SEA Approach and Assessment Phases.....	7
<b>5 Consultation</b> .....	<b>8</b>
5.1 Overview .....	8
5.1.1 SEA Workshop.....	8
5.1.2 Consultation on the Scoping Report .....	8
5.1.2 Consultation on the Environmental Report.....	8
5.2 Consultation on the LTS.....	8
5.2.1 Internal Workshops .....	8
5.2.2 IFR Report .....	9
<b>6 How environmental considerations have been integrated into the LTS and how the Environmental Report has been taken into account</b> .....	<b>10</b>
6.1 Introduction .....	10
6.2 Responses in the LTS to SEA Recommendations .....	11
<b>7 Reasons for choosing the policy and guidance in the LTS as adopted, in the light of other reasonable alternatives</b> .....	<b>15</b>
7.1 The alternatives assessed, representations received and comments thereon .....	15
7.1.1 Alternatives assessed.....	15
7.1.2 ‘Representations Received and Comments Thereon’ .....	20
<b>8 Monitoring and mitigation</b> .....	<b>24</b>
8.1 Introduction .....	24
<b>9 Advertisement of this Post Adoption Statement</b> .....	<b>28</b>
9.1 Summary.....	28

## Tables

2.1 Requirements for the SEA Adoption Statement
4.1 Summary of SEA Stages and their Timing
6.1 General Environmental Considerations in the LTS in relation to the SEA Topics
6.2 SEA Recommendations in the Environmental Report and Response in Final LTS
7.1 Alternatives assessed in the SEA
7.2 Summary of Scoping Report Consultation Comments and SEA Response
7.3 Summary of Consultation Authority Responses after SEA Workshop

**Section****Page**

7.4 Summary of Consultation Authority Responses on Environmental Report

8.1 Final SEA Monitoring Framework

**Figures**

4.1 Overview of Strategy Development and SEA Process

**Appendices**

Appendix A Summary of Consultation Authority Responses to SEA Scoping Report

Appendix B Summary of Consultation Authority Responses following SEA Workshop

Appendix C Summary of Consultation Responses on the Environmental Report

Appendix D Summary of Consultation Responses on the LTS Phase 2 Consultation

# Acronyms and Abbreviations

---

AQMA	Air Quality Management Area
CEC	City of Edinburgh Council
EIA	Environmental Impact Assessment
ER	Environmental Report
HS	Historic Scotland
IFR	Issues for Review
LDP	Local Development Plan
LEZ	Low Emission Zone
LTS	Local Transport Strategy
NOx	Oxides of Nitrogen
PAS	Post Adoption Statement
PM	Particulate Matter
PPP	Plans, programmes and policies
SEA	Strategic Environmental Assessment
SEStran	South East Scotland Transport Partnership
SNH	Scottish Natural Heritage
SEPA	Scottish Environment Protection Agency
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Drainage Systems



# 1 Key facts

---

## 1.1 Key facts

<b>Responsible Authority</b>	The City of Edinburgh Council (CEC)
<b>Plan title</b>	Edinburgh Local Transport Strategy 2014-19 (LTS)
<b>What prompted the Plan?</b>	The LTS is required to be reviewed and updated every 5 years
<b>Plan subject</b>	The strategic delivery of transport needs within the City of Edinburgh Council area.
<b>Area covered by Plan</b>	The LTS is Council wide.
<b>Frequency of updates</b>	The LTS will be renewed in 2019
<b>Purpose and/or objectives of the Plan</b>	Identify and set out how the Council will deliver a strategic transport network in Edinburgh supporting economic development and sustainable travel choices which are safe and accessible for all users.
<b>Contact details</b>	Clive Brown Strategic Planning The City of Edinburgh Council Waverley Court 4 East Market Street Edinburgh EH8 8BG

## 2 Introduction

---

### 2.1 Background

CH2M Hill (formerly Halcrow Group Ltd) was appointed by CEC in 2012 to undertake a Strategic Environmental Assessment (SEA) of their Local Transport Strategy (LTS). Details of the LTS and SEA are provided in Sections 3 and 4 of this Post Adoption Statement (PAS) respectively.

### 2.2 Requirements for the Post Adoption Statement

The production of this PAS is the last formal output of the SEA process. This statement outlines how the assessment findings and the comments received at the main consultation, both on the LTS and the Environmental Report, have been taken into account. The LTS, the SEA Environmental Report are available on CEC's website:

[http://www.edinburgh.gov.uk/info/1528/transport\\_policy/548/transport\\_planning/2](http://www.edinburgh.gov.uk/info/1528/transport_policy/548/transport_planning/2)

Apart from being a statutory requirement and outlining the SEA monitoring programme, it is also an important public document, showing transparency on the iterative and coordinated development of the LTS and SEA and drawing the process to a close.

The Environmental Assessment (Scotland) Act 2005 requires that a PAS contains the principal elements shown in Table 2.1.

*Table 2.1 Requirements for the SEA Post Adoption Statement*

<b>Requirements of the Act</b>	<b>Where addressed in this PAS</b>
Describe how environmental considerations have been integrated into the plan	Section 6
Describe how the Environmental Report has been taken into account	Section 6
Describe how the opinions expressed on the Environmental Report during consultation have been taken into account	Appendices A to C
Describe how the results of any transboundary consultations have been taken into account	Not applicable
Set out the reasons for choosing the plan as adopted in the light of other reasonable alternatives considered	Section 7
The measures that are to be taken to monitor the significant environmental effects of implementing the plan	Section 8

## 3 The LTS

---

### 3.1 Summary of the LTS

The LTS is a non statutory document outlining CEC's vision, objectives and policies for Edinburgh's transport system. The draft LTS 2014-2019 will replace the current LTS 2007-2012, which was extended to the end of 2013.

CEC considered that while most of the LTS 2007-2013 remained essentially valid and relevant, it would nevertheless benefit from a refresh.

The areas where CEC's transport policy could be changed were identified in late 2011 through internal cross departmental workshops and consultations with elected members. These were then worked up into ten Issues for Review (IFR) over the course of 2012 and issues for public and stakeholder consultation in early 2013.

Following the consultation on the IFR document and using the comments that were received, a series of objectives and policies have been developed. These are designed to help achieve the Transport 2030 vision and its nine supporting outcomes which are:

- Be **green** - reducing the impacts of transport on the environment, in particular playing its full part in reducing greenhouse gas emissions.
- Be **healthy** - promoting 'Active Travel' with streets appropriately designed for their functions, with an emphasis on encouraging walking, cycling and public transport use and a high quality public realm; improving local air quality.
- Be **accessible and connected** locally, regionally and nationally to support the economy, with access to employment and education opportunities, and to the amenities and services we need.
- Be **smart and efficient** providing reliable journey times for people, goods and services.
- Be part of a **well planned, physically accessible, sustainable city** that reduces dependency on car travel, with a public transport system, walking and cycling conditions to be proud of.
- Be, and be perceived to be, **safe, secure and comfortable** so that people feel able to move around by whichever mode they choose, whenever they wish.
- Be **inclusive and integrated**. Everyone should be able to get around the city regardless of income or disability.
- Be delivered through responsive, **customer-focused** and innovative Council services, which are developed in consultation with the people who will use them, and engage with people from all walks of life, particularly the vulnerable or those potentially at risk of marginalisation.
- Be **effectively maintained** to enhance and maximise our assets; with well coordinated works and high quality materials

A total of 37 objectives and 111 policies were developed. These are published in full in the LTS.

## 4 The SEA process

---

### 4.1 Overview

The LTS has been subject to a process of SEA, as required under the Environmental Assessment (Scotland) Act 2005 for plans that could have significant effects on the environment. In the case of the LTS, CEC and CH2M Hill determined that, as there would be significant environmental effects, a screening opinion was not required and therefore progressed directly to the Scoping stage of the SEA process, as shown in the principal SEA activities below.

The SEA has included the following activities:

- Preparing an SEA Scoping Report. The Scoping Report was prepared in order to consult and take into account the views of the statutory consultees, i.e. the Scottish Environment Protection Agency (SEPA), Scottish Natural Heritage (SNH) and the Scottish Ministers (Historic Scotland, HS) regarding the scope and level of detail that was appropriate for the Environmental Report. The Scoping Report included a summary of the relevant environmental baseline information and a proposed approach to the assessment.
- Preparing an Environmental Report on the likely significant effects on the environment of the draft LTS, which included consideration of:
  - the baseline data relating to the current state of the environment;
  - links between the LTS and other relevant strategies, policies, plans, programmes and environmental protection objectives;
  - existing environmental problems affecting the LTS area;
  - the plan's likely significant effects on the environment (predominantly positive);
  - measures envisaged for the prevention, reduction and offsetting of any significant adverse effects;
  - an outline of the reasons for selecting the chosen option over the alternatives;
  - draft monitoring measures to ensure that any unforeseen environmental effects will be identified allowing for appropriate remedial action to be taken.
- Consulting with stakeholders and the public on the Environmental Report.
- Taking into account the Environmental Report and the results of consultation in making final decisions regarding the LTS. The Environmental Report appendices contain the consultation comments and show how the comments were addressed.
- Committing to monitoring the significant environmental effects of the implementation of the LTS. This monitoring will also identify any unforeseen adverse significant environmental effects and enable appropriate remedial action to be taken. This PAS contains the final draft of the monitoring framework.
- Production of this PAS.

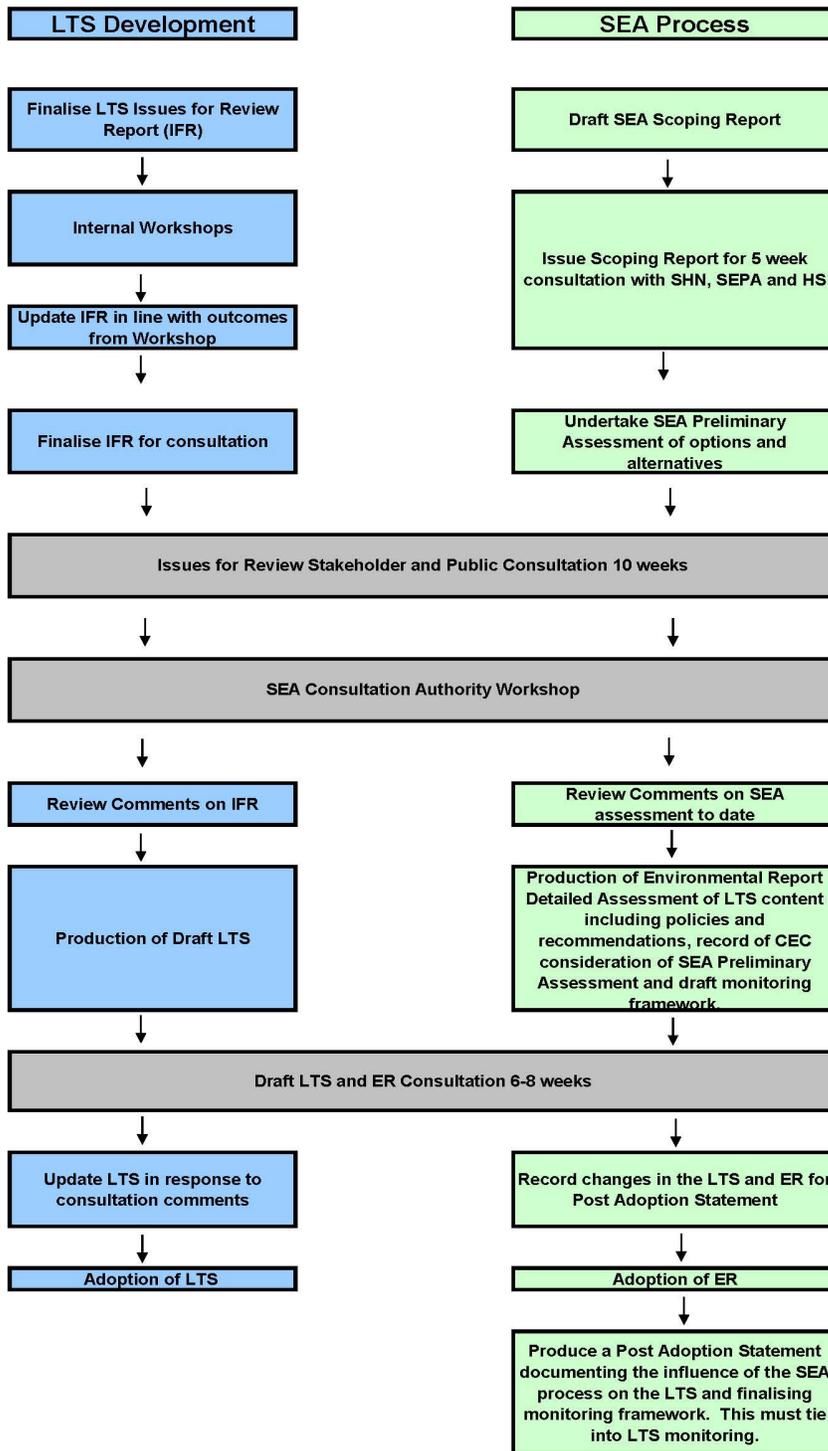
### 4.2 How the SEA has been developed alongside the LTS

In conjunction with the LTS development phases, the SEA process has informed the refinement and revision of the LTS policies.

Focused assessments were undertaken by a SEA specialist and the LTS development team working together to understand both the intention and ambition of each policy, and the options available to strengthen the likely environmental or sustainability benefits associated with each LTS policy.

Figure 4.1 provides an overview of the concurrent processes for the LTS development and SEA processes.

Figure 4.1 Overview of Strategy Development and SEA Process



## 4.3 SEA Assessment Phases

### 4.3.1 SEA Activities

Given the overview of the LTS and SEA processes outlined in Figure 4.1, Table 4.1 summarises the key SEA stages, identifies SEA activities carried out to date, and identifies where further information can be obtained relating to each stage.

*Table 4.1 Summary of SEA Stages and Their Timing*

SEA Stage	Summary	Timescale
<b>Screening</b>	Determining whether the LTS is likely to present significant environmental effects and deciding whether an SEA is required.	It was determined in-house that the LTS would be likely to present significant environmental effects; therefore a screening determination was not submitted.
<b>Scoping</b>	Considering the scope and level of detail of the SEA, and the consultation period for the Environmental Report. Decided in consultation with SNH, Historic Scotland and SEPA.	The Scoping Report was issued to the Consultation Authorities on 15 March 2012. Responses were received on 19 April 2012. A summary is included in the Appendices to this PAS.
<b>Environmental Report</b>	Publishing an Environmental Report which outlines the environmental analyses undertaken for the LTS and its environmental effects, and consulting on that report.	The draft Environmental Report was made available for public consultation in September 2013 in conjunction with the Draft LTS.
<b>Adoption and SEA Post Adoption Statement</b>	Provides information on how the SEA process informed and improved the finalised LTS; how consultation comments have been taken into account; and methods for monitoring the significant environmental effects of the implementation of the LTS.	Refers to this document.
<b>Monitoring</b>	Monitoring significant environmental effects in such a manner so as to also enable the Responsible Authority to identify any unforeseen adverse effects at an early stage and undertake appropriate remedial action.	To be undertaken by CEC following adoption. Monitoring Framework is provided in Chapter 8 of this PAS.

---

## 4.3.2 SEA Approach and Assessment Phases

The following elements of the LTS have been assessed;

- Strategic Alternatives and Options.
- Objectives.
- Policies.

### **Vision and Actions**

CEC's transport vision is that *"by 2030, Edinburgh's transport system will be one of the greenest, healthiest and most accessible in northern Europe"*. The vision was not assessed as part of the SEA as the vision and outcomes were taken directly from the Transport 2030 Vision published in 2010. Where actions have been identified throughout the LTS, these have been predominantly taken from the Active Travel Action Plan, Public and Accessible Transport Action Plan and Road Safety Plan, all of which have been developed and are now being delivered with a wide range of partners. As such, we have not considered the actions as part of the SEA. Where any action proposes site specific construction works or projects, these will be subject to a project level environmental assessment.

The adopted methodology for the SEA comprised the following SEA stages

#### **a) Strategic Options and Alternatives Assessments**

An assessment was undertaken on each of the LTS strategic alternatives options. These alternative options were identified under the 10 key issues within the IFR Report. The assessment of the alternatives comprised a significance assessment of each of the alternatives against 13 environmental objectives and associated assessment criteria. This assessment highlighted the environmentally preferred option and provided recommendations for strategic enhancement or mitigation, where appropriate, to ensure the best environmental outcome.

#### **b) SEA Workshop**

An SEA workshop was organised with the Consultation Authorities following the IFR document public and stakeholder consultation. At this workshop there were representatives from SEPA, SNH and Historic Scotland. At the workshop (and following the meeting) the Consultation Authorities provided feedback on the Strategic Options and Alternatives assessment and agreed the approach going forward for the detailed assessments. The consultation feedback and the responses to the feedback in the SEA, are provided in the Appendices to this PAS.

#### **c) Compatibility Assessments**

A compatibility assessment was undertaken to consider the compatibility of the LTS Draft Objectives against the 13 environmental objectives and associated assessment criteria. As with the assessment of Strategic Options and Alternatives, recommendations for strategic enhancement or mitigation were provided where appropriate to ensure the best environmental outcome.

#### **d) Detailed Assessments**

This mechanism assessed policies which were identified as new, or had fundamentally changed from the previous LTS, against the 13 environmental objectives and associated assessment criteria. It was used to determine mitigation and enhancement recommendations and to assess the likely cumulative, secondary and synergistic effects of implementing the policies.

# 5 Consultation

---

## 5.1 Overview

The Environmental Assessment (Scotland) Act (2005) requires that all SEAs should be subject to consultation with SEPA, SNH and Historic Scotland, as described in Section 4.1.

### 5.1.1 SEA Workshop

An SEA workshop was organised with the Consultation Authorities following the IFR document public and stakeholder consultation, as described in Section 4.3.2.

### 5.1.2 Consultation on the Scoping Report

The Scoping Report was issued to the Consultation Authorities on 15 March 2012. Responses were received on 19 April 2012. The consultation responses and the SEA comment on how each of the responses has been addressed are included in the Appendices to this PAS.

The SEA consultation Authorities agreed that the following topics should be considered in the SEA:-

- Air quality and climatic factors.
- Population and human health.
- Material assets.
- Water.
- Biodiversity, fauna and flora.
- Soil and land use.
- Cultural heritage.
- Landscape.

### 5.1.2 Consultation on the Environmental Report

The draft Environmental Report was made available for public consultation on CEC's website (<http://www.edinburgh.gov.uk>) in September 2013, for a period of 12 weeks, alongside the Draft LTS. The consultation responses and the SEA comment on how each of the responses has been addressed are included in the Appendices.

## 5.2 Consultation on the LTS

### 5.2.1 Internal Workshops

CH2M Hill undertook a total of eight workshops with officers and managers from the Council in March 2012. Workshops 1-7 were predominantly officer based and considered themed groups of issues taken from the IFR Report. Workshop 8 was a managers' workshop which reviewed the findings of the previous seven officers' workshops. The workshop was tasked with confirming the preferred options from the officers' workshops and agreeing any additional issues for the IFR.

Where voting took place on options, a proportional vote system was used. Officers were asked to rank all options in order of preference, first preference being assigned '1', second '2' and so on. Therefore the lowest scored option represents the preferred option from each workshop. These workshops were used to shape the final IFR document, which was issued for public and stakeholder consultation.

---

## 5.2.2 IFR Report

In early 2013, public and stakeholder consultation was carried out on the 10 IFR. The consultation, which received just under, 2,000 responses, comprised a range of activities:

- A presence on the Council's website, and social media sites.
- Two public drop-in sessions.
- Three stakeholder workshops.
- Online and 6,000 paper questionnaires.
- Discussion at Neighbourhood Partnership and Community Council meetings where requested.
- A widespread leaflet campaign of 56,000 leaflets, and posters at key community sites.
- Discussion at the Council's new Transport Forum.

The Consultation Outcome Report documents the results of this consultation and is available on;  
[http://www.edinburgh.gov.uk/info/1528/transport\\_policy/548/transport\\_planning/2](http://www.edinburgh.gov.uk/info/1528/transport_policy/548/transport_planning/2)

# 6 How environmental considerations have been integrated into the LTS and how the Environmental Report has been taken into account

## 6.1 Introduction

Environmental and wider sustainability considerations have been included in various sections of the LTS. Table 6.1 shows the key elements of the LTS that take the SEA topics into account; the table focuses on policies in the LTS as the policies tend to synthesise the supporting LTS text that relates to them. For the sake of brevity, only those policies that are the most *directly* relevant to the SEA topics are included in Table 6.1.

Table 6.1 General Environmental Considerations in the LTS in Relation to the SEA Topics

SEA Topic	How this SEA topic has been taken into account in the LTS
Air Quality and Climatic Factors	<p><b>Policy Env1:</b> The Council will ensure that its Air Quality Action Plan and Local Transport Strategy are adequate to address issues around air quality. It supports the use of noxious emission control measures as a means of working towards the air quality standards set down in European legislation</p> <p><b>Policy Env2 :</b> The Council seeks to support increased use of low emission vehicles through:</p> <ul style="list-style-type: none"> <li>– working with partners to provide a network of electric charging points;</li> <li>– encouraging the purchase of low emission vehicles through its charges for resident parking permits; and</li> <li>– taking into account vehicle emissions in its fleet purchasing policies.</li> </ul>
Population and Human Health	<p><b>Policy Thrive2:</b> Developers will be expected to contribute towards the cost of providing for movement needs generated by their development, focussing on sustainable transport modes. Road provision should normally be limited to that required to accommodate traffic generated by the development and should adhere to the guidelines set down in the Council’s Street Design Guidance.</p> <p><b>Policy Thrive3:</b> The Council will seek the implementation of travel planning measures proportionate to the scale and nature of developments. The Council will also seek to improve its monitoring of the implementation and impact of travel planning measures.</p>
Material Assets	<p><b>Policy Streets4:</b> Prioritisation of renewals and maintenance will ensure that additional weighting is given to roads and footways/paths that are of the greatest importance for movement by public transport, foot and cycle and to designated cycle routes.</p>
Water	No specific references in LTS
Biodiversity, Fauna and Flora	No specific references in LTS but likely to be indirect benefits to biodiversity through Policies Env1 and Env2, as improvements in air quality should reduce deposition of particulates and oxides of nitrogen on habitats
Soil and Land Use	<p><b>Policy Thrive1:</b> The Council will seek to ensure integration of land use planning and transport policies</p>
Cultural Heritage and Historic Environment	No specific references in LTS
Landscape	<p><b>Policy Park9:</b> The Council will consider less on-street parking as part of projects to enhance the City Centre environment and improve conditions for pedestrians, cyclists and public transport.</p> <p><b>Policy Park10:</b> Where on-street public parking can be replaced by off-street facilities, the Council will reallocate road space to pedestrians, cyclists and public transport and improve the streetscape.</p>

## 6.2 Responses in the LTS to SEA Recommendations

Table 6.2 shows how the LTS has been updated specifically to take into account recommendations made in Table 5 of the SEA Environmental Report.

Table 6.2 SEA Recommendations in the Environmental Report and Response in Final LTS

Objectives and Policies		
LTS Objective/Policy <sup>i</sup>	SEA Summary and Recommendation	Response in Final LTS
<b>Objective: To minimise the need for car use</b>	<p>The LTS objective is compatible with and generally supports the achievement of the majority of the SEA objectives. Minimising car use will have positive effects on air quality and associated benefits to human health. Fewer cars in the city centre will create a safer and more pleasant environment for pedestrians and cyclists and will provide a more attractive setting for landscape and cultural heritage features.</p> <p><i>Recommendation – Expand the objective to refer to ‘through promotion of sustainable alternative modes of transport’</i></p>	<p>The final LTS includes a range of policies that promote sustainable alternatives to car travel.</p>
<b>Objective: To contribute to halving Edinburgh’s carbon emissions by 2020 through a range of transport related measures</b>  <b>Objective: To reduce pollutant emissions in order that the city meets statutory Scottish air quality standards</b>	<p>The LTS objective is compatible with the air quality and population and human health objective. There is no direct relationship identified with the other SEA objectives.</p> <p><i>Recommendation – CEC should prioritise encouraging a sustainable modal shift from private car use to more efficient and active transport options which bring wider environmental benefits.</i></p>	<p>The Council is already implementing its Active Travel Action Plan and Public and Accessible Transport Action Plans. It is also a partner in the Intelligent Energy Europe “ECOSTARS” project to reduce emissions from road passenger and freight transport fleets. These initiatives are described in Chapter 5 of the LTS.</p>
<b>Objective: To facilitate safe and efficient travel across the city for all road users, prioritising active travel and public transport modes while protecting vulnerable road users</b>	<p>The LTS objective is compatible with and generally supports the achievement of the majority of the SEA objectives. Prioritising public transport and active travel modes will likely have a positive influence on air quality and human health with associated benefit in reduced congestion noise and landscape/visual. New walking and cycling routes should be designed as green routes which would deliver biodiversity and landscape benefits as well as active travel and recreation links</p> <p>Reduction in traffic volumes could significantly reduce diffuse pollutants which would impact water quality.</p> <p><i>Recommendation – In seeking to develop and</i></p>	<p>The LTS makes a commitment to reducing the need to travel by encouraging sustainable land use planning, thereby indirectly helping to protect habitats. Supporting the use of low emission vehicles will also help to protect biodiversity. Any major new accessibility improvements would require environmental assessment – including the possibility of statutory Environmental Impact Assessment (EIA) in some cases. Any environmental assessment would need to include consideration of biodiversity impacts, the mitigation measures required and the potential for biodiversity enhancements.</p>

Objectives and Policies		
LTS Objective/Policy <sup>i</sup>	SEA Summary and Recommendation	Response in Final LTS
	<i>increase walking and cycling facilities CEC should consider how human access can be managed to minimise habitat loss and disturbance.</i>	
<b>Objective: To improve awareness and understanding about alternatives to car use</b>	<p>The LTS objective is compatible with and generally supports the achievement of the majority of the SEA objectives. Raising awareness would have possible positive influences on air quality and human health through encouraging a modal shift to more suitable transport options with secondary benefits for city landscape quality.</p> <p><i>Recommendation – CEC could develop active travel plans for all council employees to help educate and reduce reliance on private vehicles.</i></p>	The final LTS policy TravPlan 2 covers travel planning for Council employees.
<b>Objective: To ensure that cycling is an attractive, safe, secure option for all short and medium distance journeys</b>	<p>The LTS objective is compatible with and generally supports the achievement of the majority of the SEA objectives.</p> <p>Improving cycling opportunities would have possible positive influences on population and human health with secondary effects on air quality and city landscape quality through a possible modal shift. New (walking and) cycling routes should be designed as green routes which would deliver biodiversity and landscape benefits as well as active travel and recreation links.</p> <p><i>Recommendation - In seeking to develop and increase (walking and) cycling facilities CEC should consider how human access can be managed to minimise habitat loss and disturbance.</i></p>	The LTS makes a commitment to reducing the need to travel by encouraging sustainable land use planning, thereby indirectly helping to protect habitats. Supporting the use of low emission vehicles will also help to protect biodiversity. Any major new accessibility improvements would require environmental assessment – including the possibility of statutory Environmental Impact Assessment (EIA) in some cases. Any environmental assessment would need to include consideration of biodiversity impacts, the mitigation measures required and the potential for biodiversity enhancements.
<b>Objective: To improve road safety and reduce congestion and pollution</b>	<p>The LTS objective is compatible with and generally supports the achievement of the majority of the SEA objectives. Possible positive influences on water, air quality and human health through reduced congestion and road safety with secondary effects on landscape and visual receptors. It is not clear from the objective if the ‘pollution’ referred to is specifically air pollution.</p> <p><i>Recommendation – The objectives should be revised to state ‘To improve road safety, reduce congestion and air pollution’</i></p>	Final LTS includes this wording in the final objective for the ‘Car Parking’ policy chapter
<b>Objective: To protect and, where possible, enhance the parking and</b>	The LTS objective is likely to be incompatible with the majority of the SEA objectives as it may increase parking opportunities within the city centre and as such encourage	Other sections of the LTS contain policies to increase the use of more sustainable transport options.

Objectives and Policies		
LTS Objective/Policy <sup>i</sup>	SEA Summary and Recommendation	Response in Final LTS
loading needs of businesses, tradespeople, carers and visitors	<p>commuter traffic. However it will have a positive effect on accessibility for all users.</p> <p><i>Recommendation – Any requirements for enhanced parking for businesses, tradespeople, carers and visitors should be balanced with enhancements to more sustainable public transport options.</i></p>	
Policy: Road safety (Safe4, 5 and 6)	<p>The synergistic/cumulative impact of implementing these policies is anticipated to be mixed with specific positive impacts anticipated through a reduction in vehicle speed, modal shift and improvements for pedestrian accessibility and safety. Possible negative city landscape impacts associated with additional signage. It is uncertain as to the influence of speed reduction on air quality. A recent study into 20mph speed limits by the Transport and Environmental Analysis Group<sup>ii</sup> concluded that it would be incorrect to assume a 20mph speed restriction would be detrimental to ambient local air quality, as the effects on vehicle emissions are mixed; therefore the impact of reduced speed limit on air quality is identified as uncertain.</p> <p><i>Recommendation - CEC should consider signage placement locations and use of unlit signage to mitigate impacts on city landscape and cultural heritage features and their setting. Where possible there should be a rationalisation of signage and removal of redundant signage.</i></p>	Street Design Guidance is being prepared.
Policy: Managing and maintaining our infrastructure (Streets 2,3 and 4)	<p>These LTS policies will have a positive influence on air quality, population and human health and material assets through increased efficiency in public transport movements and therefore a possible modal shift with secondary effects on landscape and visual and cultural heritage through a reduction in private car use in city centre. New walking and cycling routes may intrude upon existing habitats or result in increased disturbance to species of wildlife which may result in a negative influence. It is uncertain that if new walking and cycling routes will be required and whether they will impact on any Greenfield areas.</p> <p><i>Recommendation - LTS maintenance policy should also support the minimisation of new resources and the reuse of aggregates in transport infrastructure enhancement and construction. Streets4 should be expanded to include this or could be discussed within the surrounding text of the LTS. In seeking to</i></p>	Agreed by CEC <sup>iii</sup> but no specific wording relating to this in LTS.

**Objectives and Policies**

LTS Objective/Policy <sup>i</sup>	SEA Summary and Recommendation	Response in Final LTS
	<p><i>develop and increase walking and cycling facilities CEC should consider how human access can be managed to minimise habitat loss and disturbance and seek opportunities for creating green linkages to improve biodiversity. Biodiversity enhancements could also be made through landscaping, water storage schemes and planting native species. Any road capacity increase should be subject to EIA requirements or, if not required, an informal environmental assessment. For significant-scale construction projects the use of secondary or recycled construction materials should be prioritised over virgin mineral resources.</i></p>	

# 7 Reasons for choosing the policy and guidance in the LTS as adopted, in the light of other reasonable alternatives

## 7.1 The alternatives assessed, representations received and comments thereon

### 7.1.1 Alternatives assessed

An SEA assessment was undertaken on each of the LTS strategic alternatives and options under the 10 key issues within the IFR Report. This assessment is described in Section 4.3.2 and shown in Figure 4.1 under the heading of ‘Undertake SEA Preliminary Assessment of Options and Alternatives’. The assessment of the alternatives comprised a significance assessment of each of the alternatives against the 13 environmental objectives and associated assessment criteria. This assessment highlighted the environmentally preferred option and provided possible enhancement and strategic mitigation recommendations where appropriate to ensure the best environmental outcome.

Table 7.1 provides a summary of the assessment of the alternative options in the LTS. The full matrix assessment can be found in Appendix E.2 of the Environmental Report. The results of the consultation in early 2013 on the alternative options or ‘issues’ set out in Table 7.1 were set out in a Consultation Outcome Report, which helped to shape the final LTS.

*Table 7.1 Alternatives Assessed in the SEA*

LTS ‘issues’	Summary of Assessment in SEA
<b>Issue 1 Integrated Transport</b>	
General Approach Assessment Integrated Ticketing, Information and Improved Accessibility	This approach is likely to present an overall positive influence.  Specific positive impacts can be anticipated through a reduction in vehicle traffic emissions and improvements for pedestrian and cyclist access and safety.  Secondary benefits could be associated with improved public health associated with emissions reduction, improved walking and cycling provisions.
<b>Issue 2 Supported Bus Services</b>	
Option 1 Increase funding to maintain, and where possible enhance, current service levels, for example by ring fencing a proportion of parking charge revenue for supported bus services; and seek additional funding from other sources.	This option is likely to present an overall neutral influence with minor positive impacts on accessibility and inclusion.  Any enhancement opportunities will improve overall environmental benefit
Option 2 Safeguard current level of spend.  This may still lead to reduced services if need for support increases	This approach will have an overall negative effect.  There is a risk with this approach that a reduction in service level could negatively affect access and inclusion for vulnerable user groups.

LTS 'issues'	Summary of Assessment in SEA
<b>Issue 3 Speed Limits 20mph</b>	
<p>Option 1</p> <p>Extend 20mph speed limits to all residential streets, to shopping areas, including the city centre, and to main roads with high pedestrian activity (e.g. in tenement areas). This would mostly be achieved using signs, with limited traffic calming (e.g. road humps) where necessary. Main roads with lower pedestrian activity would keep a higher speed limit (see Issue 4).</p>	<p>This option is likely to present a mixed influence.</p> <p>Specific positive impacts can be anticipated through a reduction in vehicle speed, modal shift and improvements for pedestrian accessibility and safety. This will have a positive effect on local business and shops improving access and attracting people to the city centre.</p> <p>Secondary positive impacts on health could be associated with reduced accident rates/ severity.</p> <p>It is unclear as to the influence of this speed reduction on air quality at this time. A recent study by the Transport and Environmental Analysis Group<sup>iv</sup> concluded that it would be incorrect to assume a 20mph speed restriction would be detrimental to ambient local air quality, as the effects on vehicle emissions are mixed.</p>
<p>Option 2</p> <p>Extend 20mph speed limits to all residential streets, achieved using signs, with limited traffic calming (e.g. road humps) where necessary</p>	<p>This option is likely to present a mixed influence.</p> <p>Specific positive impacts can be anticipated through a reduction in vehicle speed, modal shift and improvements for pedestrian accessibility and safety. This will have a positive effect on local business and shops improving access and attracting people to the city centre.</p> <p>Secondary positive impacts on health could be associated with reduced accident rates/ severity.</p> <p>It is unclear as to the influence of this speed reduction on air quality at this time. A recent study by the Transport and Environmental Analysis Group<sup>v</sup> concluded that it would be incorrect to assume a 20mph speed restriction would be detrimental to ambient local air quality, as the effects on vehicle emissions are mixed.</p> <p>However, this option is not as positive as the preferred option (Option 1) as it does not include shopping areas, which could be considered key areas for high footfall and pedestrian activity.</p>
<p>Option 3</p> <p>Extend 20mph speed limits to priority residential areas only, with speeds controlled wholly by physical traffic calming (e.g. road humps).</p>	<p>This option is likely to present a mixed influence.</p> <p>Specific positive impacts can be anticipated through a reduction in vehicle speed, modal shift and improvements for pedestrian accessibility and safety. This will have a positive effect on local business and shops improving access and attracting people to the city centre.</p> <p>Secondary positive impacts on health could be associated with reduced accident rates/ severity.</p> <p>It is unclear as to the influence of this speed reduction on air quality at this time. A recent study by the Transport and Environmental Analysis Group<sup>vi</sup> concluded that it would be incorrect to assume a</p>

LTS 'issues'	Summary of Assessment in SEA
	<p>20mph speed restriction would be detrimental to ambient local air quality, as the effects on vehicle emissions are mixed.</p> <p>However, this option is not as positive as the preferred option (option 1) as it does not include shopping areas, which could be considered key areas for high footfall and pedestrian activity and proposes the use of physical features which can lead to increased emissions through stop/start revving.</p>
<b>Issue 4 Speed Limits 30mph or more</b>	
<p>Option 1</p> <p>Speed Limits 30mph and more to implement a 30mph limit on all streets with any "urban" frontage (i.e. houses, shops or businesses), with the exception of 20mph streets and some dual carriageways on the city outskirts.</p>	<p>This option is likely to present a mixed influence. Specific positive impacts can be anticipated through a reduction in vehicle speed, modal shift and improvements for pedestrian accessibility and safety. This will have a positive effect on local business and shops improving access and attracting people to the city centre.</p> <p>Secondary positive impacts on health could be associated with reduced accident rates and severity.</p>
<p>Option 2</p> <p>Continue with the current approach of reviewing speed limits on a street by street basis, considering existing speeds and also accident numbers and severity.</p>	<p>This option is likely to present a mixed influence, with some positive impact through a reduction in vehicle speed, modal shift and improvements for pedestrian accessibility and safety.</p> <p>Unlike the preferred option (Option 1) this presents a more piecemeal approach which may be less effective in overall safety improvements</p>
<b>Issue 5 School Streets</b>	
<p>Option 1</p> <p>Implement school streets part time closure schemes on request from School Councils, if the surrounding road network allows, and monitor results.</p>	<p>This option is likely to present an overall neutral influence with some positive impact with respect to improved pedestrian and cyclist accessibility and safety and possibly improved local air quality.</p> <p>However, it should be noted there is the possibility that motorised vehicle journeys continue and that congestion is simply displaced and local air quality not significantly improved</p>
<p>Option 2</p> <p>Maintain the status quo – i.e. leave streets outside schools to operate in their current way</p>	<p>This option is maintaining existing conditions and there is the possibility it could lead to continued exacerbation of any existing problems.</p>
<b>Issue 6 City Centre Parking</b>	
<p>Combined Approach</p> <p>No significant changes and going forward the proposed approach includes :</p> <p>Balance the needs for residents parking with public parking needs whilst making streets better and safer to walk, cycle and use public transport.</p> <p>Use parking and loading restrictions (e.g. single and double yellow lines) to enable safe and effective movement by all means of transport and ensure</p>	<p>This approach is likely to present an overall neutral/uncertain influence with minor positive impact on emissions, pedestrian safety and public realm.</p>

LTS 'issues'	Summary of Assessment in SEA
<p>adequate loading opportunities (e.g. dedicated loading bays) are available to service businesses.</p> <p>Provide high quality information, signing and guidance for off-street public parking and to improve information and signage for on street public parking.</p> <p>To use pricing and marketing to encourage a more even distribution of parking activity – reducing over-demand in key streets.</p> <p>Consider less on-street parking as part of projects to enhance the city centre environment and improve conditions for pedestrians, cyclists and public transport.</p> <p>Consider proposals for new or enlarged off-street car parks on a case-by case basis.</p> <p>To continue to support and promote bus and rail based park and ride.</p>	
<b>Issue 7 Sunday Parking</b>	
<p>Option 1 Assessment</p> <p>Maintain status quo.</p>	<p>This option is maintaining existing conditions and, if considered in isolation, is likely to lead to continued exacerbation of existing problems.</p>
<p>Option 2</p> <p>Extend parking and loading restrictions that currently apply Monday to Saturday to include Sundays on main bus corridors.</p>	<p>This option is likely to present an overall neutral influence</p> <p>Minor positive impacts could be anticipated through a long terms reduction in vehicle traffic via a modal shift and improvements in pedestrian safety and anticipated improvements to the public realm.</p>
<p>Option 3</p> <p>Extend parking and loading restrictions that currently apply Monday to Saturday to include Sundays on main bus corridors; with charges and residents' permits operating in the central retail areas.</p>	<p>This option is likely to present an overall neutral influence</p> <p>Minor positive impacts could be anticipated through a long terms reduction in vehicle traffic via a modal shift and improvements in pedestrian safety and anticipated improvements to the public realm.</p>
<p>Option 4</p> <p>Extend parking and loading restrictions that currently apply Monday to Saturday to include Sundays on main bus corridors; with charges and residents permits in operation in central retail areas, and either just the central Controlled Parking Zone (CPZ), zones 1 to 4 on the map; or the central and peripheral CPZs, zones 1 to 8 on the map.</p>	<p>This option is likely to present an overall neutral influence</p> <p>Minor positive impacts could be anticipated through a long terms reduction in vehicle traffic via a modal shift and improvements in pedestrian safety and anticipated improvements to the public realm.</p>
<b>Issue 8 Residents Parking/ CPZ</b>	
<p>Option 1</p> <p>Conclude the current roll-out of Priority Parking at the edge of the CPZ. Take forward further Controlled Parking Zone (CPZ) or Priority Parking areas on a planned and strategic basis, actively promoting schemes where future pressures are anticipated, for example, around major employment, retail or university sites in the suburbs.</p>	<p>This option is likely to present an overall neutral influence</p> <p>Some local effects possible due to higher turnover of vehicles, but could be balanced by possible modal shift.</p>

LTS 'issues'	Summary of Assessment in SEA
<p>Option 2</p> <p>Conclude the current roll-out of Priority Parking at the edge of the CPZ. Take forward further CPZs or Priority Parking areas only on request from local residents.</p>	<p>This option is likely to present an overall neutral influence</p> <p>Again some local effects possible due to higher turnover of vehicles, but could be balanced by possible modal shift.</p>
<b>Issue 9 Air Quality</b>	
<p>Option1</p> <p>Introduce emission limits on most bus services, with the strictest requirements applying to services that have the largest impacts on air quality in Air Quality Management Areas. This would be done through a 'Statutory Quality Partnership' or use of a 'Traffic Regulation Condition'.</p>	<p>This option is likely to present an overall positive influence.</p> <p>Specific positive impacts can be anticipated through a reduction in NOx and PM emissions associated with heavy diesel transport</p> <p>Secondary benefits could be associated with improved public health associated with emissions reduction</p> <p>Likely to result in operators being required to update vehicle fleet to some degree which may be unpopular among local business. Increased costs to business could potentially be passed on to customers via fare increases.</p>
<p>Option 2</p> <p>Introduce a 'Low Emissions Zone' to Edinburgh with entry requirements for buses and goods vehicles based on their emissions.</p> <p>Requirements would be phased in to allow adjustment by operators.</p>	<p>This option is likely to present an overall positive influence.</p> <p>Specific positive impacts can be anticipated through a reduction in vehicle traffic emissions and improvements in the public realm via a modal shift.</p> <p>Secondary benefits could be associated with improved public health associated with emissions reduction and improved fitness through a potential increase in active travel.</p> <p>This option would provide more environmental gain from the preferred option if the LEZ will apply to all vehicle types and not just public transport/ retail haulage.</p> <p>Consideration should be given to how the LEZ would be enforced.</p>
<p>Option 3</p> <p>Introduction of a 'Low Emissions Zone' to Edinburgh with operators of goods vehicles, and potentially buses, charged for entering the zone depending on the levels of emissions from their vehicles. Lowest emissions vehicles would enter free.</p>	<p>This option is likely to present an overall positive influence.</p> <p>Specific significant positive impacts can be anticipated through a reduction in vehicle traffic emissions through the implementation of the low emissions zone and improvements in the public realm via a modal shift.</p> <p>Secondary benefits could be associated with improved public health associated with emissions reduction and improved fitness through a potential increase in active travel.</p>
<p>Option 4</p> <p>Combination of options 1 and 3, i.e. introduce emission limits on most bus services, with the strictest requirements applying to services that have the largest impacts on air quality in Air Quality Management Areas. This would be done through a 'Statutory Quality Partnership' or use of a 'Traffic Regulation Condition'</p>	<p>This combined approach is likely to present an overall positive influence.</p> <p>Specific positive impacts can be anticipated through a reduction in NOx and PM emissions associated with heavy diesel transport and through a reduction in vehicle traffic emissions through the implementation of the low emissions zone and improvements in the public</p>

LTS 'issues'	Summary of Assessment in SEA
AND introduction of a 'Low Emissions Zone' to Edinburgh with operators of goods vehicles, and potentially buses, charged for entering the zone depending on the levels of emissions from their vehicles. Lowest emissions vehicles would enter free.	<p>realm via a modal shift. Secondary benefits could be associated with improved public health associated with emissions reduction and improved fitness through a potential increase in active travel.</p> <p>This option is overall likely to present the greatest opportunity for Air Quality Management Area (AQMA) targets being met within the low emissions zone.</p> <p>However this approach is likely to result in operators being required to update vehicle fleet to some degree which may be unpopular among local business and it may struggle to secure public buy in due to potential financial impact on shoppers and local business.</p>
Option 5 Continue current voluntary efforts to reduce emissions	It is unclear as to what the voluntary efforts are and therefore it is not possible to assess at this stage. It would be helpful if the Council could describe current voluntary efforts.
<b>Issue 10 Travel Planning</b>	
Option 1 For the Council to employ an officer with a specific remit to take a more proactive stance with major employers and other organisations on travel planning. Travel planning is a process which encourages employees, residents, students and others to travel less in general (e.g. flexible working) and to travel more by walking, cycling and public transport, through provision of better, often personalised, information and sometimes through incentives.	This approach will likely have a positive effect. A co-ordinated approach to travel planning and one which results in fewer single occupier car journeys is likely to deliver multiple benefits. For example car sharing, 'club' buses (e.g. services to business parks/ industrial estates coordinated between employers and service providers) supported and facilitated by the Council would present positive effects.
Option 2 Maintain the status quo of action only through planning process	This approach will have an overall neutral effect.

### 7.1.2 'Representations Received and Comments Thereon'

After the public and stakeholder consultation on the IFR document, an SEA workshop was held. The workshop is described in Section 4.3.2 of this PAS. The issues raised by the statutory consultees and the SEA responses to them are provided in the Appendices and summarised in Table 7.2.

*Table 7.2 Summary of Scoping Report Consultation Comments and SEA Response*

Consultee/Issue Raised	SEA Response
<b>Historic Scotland</b>	
Recommendation to add several plans, programmes and policies	SEA Plans and Programmes Review updated accordingly
Recommendation to consider non-designated heritage assets in the environmental baseline and add further commentary relating to listed buildings	Baseline updated accordingly
Recommended minor wording change in relation to scope of SEA	'Priority ratings' of the individual SEA topics were removed

<b>Consultee/Issue Raised</b>	<b>SEA Response</b>
Recommended additional criterion for SEA objective relating to accessibility to heritage features	Assessment criteria was amended
<b>SEPA</b>	
Recommendation to add several plans, programmes and policies	PPP updated to reflect recommended policies
Recommendation to make link between air quality and human health in SEA	Added assessment criteria to SEA objectives on air quality to relate to human health criteria.
Recommendation to make updates to Air Quality and Climatic Factors baseline information	Amended baseline information include data from DECC and relate Edinburgh's AQMA's to commuter routes.
Recommendation to make updates to SEA objectives or baseline in relation to resource usage	Added SEA objective assessment criteria to material assets to encourage the use of new resources and the reuse of aggregates in transport infrastructure construction
Recommendation to amend assessment criteria for water by referring to the "significant deterioration of water status".	Amended SEA objective assessment criteria
<b>SNH</b>	
Recommendation to make links between 'the promotion of public health and cycling' etc within Population and Human Health 'to access to open space' under Landscape.	Added assessment criteria to Population and Human Health to consider policies impact/effect on access to open space.

*Table 7.3 Summary of Consultation Authority Responses after SEA Workshop*

<b>Consultee/Issue Raised</b>	<b>SEA Response</b>
<b>Historic Scotland</b>	
Suggested scoring in SEA matrices (assessment of IFR) relating to the historic environment should show the effects before considering mitigation	Strategic Alternatives and Issues Assessment matrices have been amended to reflect comments i.e. effects have been amended to be scored prior to any mitigation.
<b>SEPA</b>	
Recommended changes to the SEA Objective assessment criteria for water by changing the wording to: 'Will the LTS policy/ action result in significant deterioration of the ecological status of the water bodies or provide an opportunity to enhance the water environment?'	Amended water SEA objective

<b>Consultee/Issue Raised</b>	<b>SEA Response</b>
Recommendation to add an additional criterion in the Population and Human Health objective to cover safety	Additional criterion was added.
Recommendations to amend SEA Objective scoring criteria to incorporate uncertain effects and where effects are positive and negative	Scoring criteria were changed accordingly
Recommendation to add a further level of significance in the assessment relating to air quality	Where 'air quality' policies have been taken forward in the Draft LTS these were the subject of a Detailed Assessment
Various recommendations relating to the SEA matrix assessment of the IFR	Multiple minor changes to the assessment of the IFR
SNH – no further comments received	

*Table 7.4 Summary of Consultation Authority Responses on Environmental Report*

<b>Consultee/Issue Raised</b>	<b>SEA Response</b>
<b>Historic Scotland</b>	
Recommend that it would be good practice to provide a general summary of the findings of the assessment within the Non-technical Summary	The Non-technical Summary of the Environmental Report was updated to provide a short summary of the assessment findings and recommendations
Recommend various changes relating to the historic environment	<p>Recommendations were expanded to;</p> <ul style="list-style-type: none"> <li>• ensure that impacts on scheduled bridges, and undesignated bridges which are of historic interest or merit, are also identified and mitigated appropriately;</li> <li>• encourages rationalisation of signage and removal of redundant signage.</li> </ul> <p>Changes were also made to the assessment to ensure consistency</p>
Offered to assist with the development of indicators or targets in relation to cultural heritage in the monitoring framework of this PAS	To consult HS if further development of such indicators or targets is required
<b>SEPA</b>	
Would welcome clear reference in the PAS to how the SEA has influenced the plan and how their comments have been taken into account.	This PAS contains this information in the Appendices and in this Chapter

<b>Consultee/Issue Raised</b>	<b>SEA Response</b>
Recommend that it would be good practice to provide a summary of the findings of the assessment within the Non-technical Summary of the Environmental Report	Non-technical Summary of the Environmental Report was updated to provide a short summary of the assessment findings and recommendations
Recommend the use of maps to illustrate baseline information	Links to maps were provided in the Environmental Report
Recommend changes to baseline information in relation to water quality	Water quality information has been updated in the baseline issues
Recommend changes to assessment	Assessment amended to reflect SUDS legal requirement and cumulative impacts assessment amended to provide mitigation where appropriate.
Offered to assist with the development of indicators or targets in relation to cultural heritage in the monitoring framework of this PAS	To consult SEPA if further development of such indicators or targets is required
<b>SNH</b>	
Recommend changes to assessment in relation to how new cycleways and footpaths should be designed to form part of the development of multifunctional green networks to deliver the Central Scotland Green Network (CSGN)	Assessment tables were reviewed and revised to reflect these comments where appropriate
Recommended further reference to CSGN Vision document	The document was referred to while undertaking the SEA assessment and is referenced in the plans and policy review.
Offered to assist with the development of indicators or targets in relation to cultural heritage in the monitoring framework of this PAS	To consult SNH if further development of such indicators or targets is required

# 8 Monitoring and mitigation

---

## 8.1 Introduction

Section 19 of the Environmental Assessment (Scotland Act) Act 2005 requires CEC, as the Responsible Authority for the production of the SEA, to monitor the significant environmental effects of the implementation of the LTS.

Best practice in SEA monitoring requires that a detailed monitoring framework reflects the implementation of the Strategy actions or objectives, identifies where existing indicators (from the delivery of related plans) can be used to track progress and, ideally, is embedded within the final LTS to ensure that monitoring is undertaken as part of LTS delivery.

Scottish Government (2013) guidance on SEA states that *'The detail within the monitoring programme should reflect the severity and likelihood of the predicted environmental effects.'* The guidance also states that *'it is possible to select meaningful indicators from existing monitoring regimes, to save resources and avoid duplication.'* The monitoring framework shown in Table 8.1 therefore focuses on the SEA topics where adverse and uncertain effects were predicted in the LTS policy assessment (provided in the assessment matrices of the Environmental Report Appendices) and links in with existing monitoring arrangements wherever possible. In particular, the monitoring indicators link with the ones used in Appendix 1 of the final LTS. The LTS indicators were approved by CEC's Transport and Environment Committee on 14 January 2014. Table 8.1 also lists the most relevant LTS objective and 'vision outcome' (see Section 4.3.2) that relates to each of the monitoring indicators.

Table 8.1

LTS Theme	Relevant LTS Objective/ Policy	Relevant Transport 2030 Vision Outcome	SEA Topic	SEA Objective	Monitoring Indicator	Responsibility for Data Collection	Timescale
Road Safety	Safe 6	Vision Outcome 6 – Safe, secure and comfortable	Population and Human Health	4. To improve accessibility, health and quality of life for Edinburgh’s population	Total people killed or seriously injured (KSI)	CEC (Road Safety Plan for Edinburgh to 2020)	Annual review
					Pedestrian road accident casualty rates	CEC	Annual review
Road Safety	Safe 6	Vision Outcome 1 - By 2030 Edinburgh’s transport system will: be environmentally friendly - reducing the impacts of transport, in particular playing its full part in reducing greenhouse gas emissions	Population and Human Health	6. To minimise noise and vibration related to the transport network 7. To protect sensitive receptors from excessive noise and vibration	Number of transport related noise complaints, i.e. noise related to transport network, construction or maintenance – location and source of noise also needed where possible	CEC	Annual review
Cars and Motorcycle Travel Road Safety Car Parking	Cars 1 Safe 4, 5 Park 12, 15	Vision Outcome 2 – Healthy, promoting Active Travel with streets appropriately designed; emphasis on walking, cycling public transport use and high quality public realm; improving local air quality	Air quality and climatic factors	1. To contribute towards a reduction in NOx and PM levels, in particular within AQMA areas	Number of AQMAs  Air quality monitoring data for key pollutants PM <sub>10</sub> and NOx (currently monitored)	CEC	Annual review
				2. To contribute towards greenhouse gas emissions (GHG) calculation and reduction opportunities	Greenhouse gas emissions for road transport in Edinburgh. Tonnes of CO <sub>2</sub> per year.	CEC	Annual review
					Overall level of motor traffic in Edinburgh. Million vehicle – kilometers per year.	CEC	Annual review

LTS Theme	Relevant LTS Objective/ Policy	Relevant Transport 2030 Vision Outcome	SEA Topic	SEA Objective	Monitoring Indicator	Responsibility for Data Collection	Timescale
					CO <sub>2</sub> emissions from Council transport. Tonnes of CO <sub>2</sub> per year.	CEC	Annual review
Road Safety  Cars and Motorcycle Travel	Safe 6  Cars 1	Vision outcome 7 – Inclusive and integrated	Population and Human Health	4. To improve accessibility, health and quality of life for Edinburgh’s population  5. To provide sustainable access for new communities in conjunction with LDP proposals	Accessible public transport infrastructure	CEC	Annual review
					Proportion of buses with low floors	CEC	Annual review
					Proportion of bus stops with 24hr Clearway markings	CEC	Annual review
					Accessibility for those with no car access. Access to GP is very/fairly difficult	CEC	Annual review
					Demand not met for door to door transport	CEC	Annual review
Cars and Motorcycle Travel	Cars 1	Vision outcome 4 -smart and efficient; with reliable journey times for people, goods and services	Population and Human Health	3. To promote and facilitate modal shift to more sustainable transport options	Peak person trips to the City Centre, via; <ul style="list-style-type: none"> <li>• Bicycles;</li> <li>• Cars and taxis;</li> <li>• Pedestrians; and</li> <li>• Bus</li> </ul>	CEC	Annual review
		Vision outcome 5 part of a well planned, accessible, sustainable city, reducing			Average journey time by walking and cycling	CEC	Annual review

LTS Theme	Relevant LTS Objective/ Policy	Relevant Transport 2030 Vision Outcome	SEA Topic	SEA Objective	Monitoring Indicator	Responsibility for Data Collection	Timescale
		car dependency; public transport, walking and cycling conditions to be proud of			How we travel to work journeys; <ul style="list-style-type: none"> <li>• On foot;</li> <li>• By bus and rail; and</li> <li>• By cycle</li> </ul>		
		Vision outcome 3 - accessible and connected; supporting the economy and providing access to employment, amenities and services	Population and Human Health	3. To promote and facilitate modal shift to more sustainable transport options	Working age population, resident in SEStran area within 30 minutes public transport travel time from centres of employment	CEC	Annual review
					Accessibility of hospitals by public transport (population within 30 mins public transport travel time), 8am-9am weekdays	CEC	Annual review
					Satisfaction with access by public transport. Households walking time < 6 mins to bus stop and frequency	CEC	Annual review
Cars and Motorcycle Travel	Cars 1	Vision Outcome 2 – Healthy, promoting Active Travel with streets appropriately designed; emphasis on walking, cycling public transport use and high quality public realm; improving local air quality	Population and Human Health	3. To promote and facilitate modal shift to more sustainable transport options	Proportion of journeys to school by walking and cycling	CEC	Annual review
					Pedestrian activity in the City Centre. Weekly average pedestrian count at busiest location, July-Sept	CEC	Annual review

: Final SEA Monitoring Framework

## **9 Advertisement of this Post Adoption Statement**

---

### **9.1 Summary**

CEC will advertise the Post Adoption Statement in at least one newspaper circulating in the area to which the plan relates. The required content of an advert is outlined in Section 18(1)(b) of the 2005 Act.

# Footnote References

---

<sup>i</sup> N.B Not all LTS Objectives are included in Table 6.2.

<sup>ii</sup> Imperial College London, 2013. An evaluation of the estimated impacts on vehicle emissions of a 20mph speed restriction in central London. Transport and Environmental Analysis Group, Centre for Transport Studies.

<sup>iii</sup> Email from CEC to CH2M Hill, 10 December 2013.

<sup>iv</sup> Imperial College London, 2013. An evaluation of the estimated impacts on vehicle emissions of a 20mph speed restriction in central London. Transport and Environmental Analysis Group, Centre for Transport Studies.

<sup>v</sup> Ibid.

<sup>vi</sup> Ibid.