



Edinburgh City Centre Transformation Proposed Strategy
Strategic Environmental Assessment Post Adoption Statement

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City of Edinburgh Council



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1. Introduction

1.1 Purpose of this Statement

The Edinburgh City Centre Transformation (ECCT) Strategy was adopted in October 2019. A statement is required under Part 3, Section 18 of the 2005 Strategic Environmental Assessment (Scotland) Act to set out how the consultation responses and the findings of the Environmental Report have been considered in the preparation of the Strategy.

1.2 Key Facts

The key facts relating to the ECCT Strategy are set out below. The full strategy can be found at: <https://www.connectingedinburgh.com/>

Name of Responsible Authority	City of Edinburgh Council
Title of PPS	Edinburgh City Centre Transformation Strategy
Requirement for the PPS	A requirement from a Council motion as set out and approved by the Council in October 2017 Scoping Report and identified as action within the adopted Edinburgh Economic Strategy 2018.
Subject of PPS	Land use and transportation
Period covered by PPS	10 years from date of adoption
Frequency of Updates	Interim review after 5 years as required.
Area covered by PPS	The study area comprises the Old and New Towns of Edinburgh World Heritage Site and edge of city centre communities.
Purpose of the PPS	Strategy to direct future development of the city centre, and detail the required changes to urban infrastructure, public transport and public spaces to achieve a transformed city centre.

1.3 ECCT Background

Edinburgh City Centre Transformation's (ECCT) Proposed Strategy sets out an ambitious programme to prioritise movement on foot, bike and public transport in central streets and to adapt public spaces to better support urban life, a thriving economy, conserve our unique heritage and provide improved access and opportunity for all. The proposed Strategy is the outcome of extensive public and stakeholder data analysis, multi-modal transport modelling, benchmarking with international cities of the appraisal of alternative scenarios and interventions in which the SEA was a key influence. Its purpose is to deliver, by 2030, an exceptional capital city centre that is for all, a space for people to live, work, visit and play. A place that is for the future, enriched by the legacy of the past. The Strategy and associated delivery plan set out the key infrastructure, policy and management interventions required to transform the City Centre. The Strategy sits alongside the City Mobility Plan and City Plan 2030 to inform policies and proposals for the city centre and ensure an integrated and holistic approach.

1.4 SEA activities to date – brief summary of stages

The SEA process has been aligned from the outset with the preparation of the ECCT Strategy to ensure the SEA has had influence at each stage of the strategy development. Together with the Integrated Impact Assessment (IIA), the SEA has informed the refinement and revision of the proposed strategy.

A baseline data gathering exercise was carried out to identify key environmental issues both within the city centre and in the wider Edinburgh area for each SEA topic. The study area for ECCT was set as the Edinburgh World Heritage Site (WHS) boundary.

Consultation with the Consultation Authorities Scottish Natural Heritage (SNH), Scottish Environmental Protection Agency (SEPA) and Historic Environment Scotland (HES) was carried out at key milestones in the strategy development to ensure their feedback informed each stage of assessment with workshops held at both the scoping stage and finalisation of the Environmental Report.

Focused assessments were undertaken by SEA specialists and the ECCT development team to understand both the intention of the Strategy, and the options available to strengthen the likely environmental gain or improve the sustainability benefits associated with the Strategy. The assessment methodology used a matrix-based approach to assess the compatibility of the ECCT objectives against SEA objectives, which were then refined to ensure optimal environmental outcomes. Alternative scenarios were then assessed against SEA objectives and assessment criteria to determine mitigation and enhancement opportunities from implementing the interventions. The final proposed strategy interventions were then assessed to identify where mitigation recommendations had been adopted and where impacts on the environment had been considered.

The SEA concluded that the proposed strategy would have a predominantly positive effect across the SEA topics. The key benefits of implementing the strategy are expected to be related to air quality and population and human health, as a result of a reduction in vehicle traffic from a modal shift to active travel and public transport. Localised negative effects were identified where interventions would impact on natural or cultural heritage designations. It was determined that mitigation and close collaboration with stakeholders would be carried out as proposals are developed.

2. How environmental considerations in the Environmental Report and the consultation response have been considered in the Strategy

As part of the SEA assessment process, a review of anticipated environmental problems and issues was undertaken. The review identified how the environmental problems affected each of the SEA topics and is presented in Table 2 of the ER. This post-adoption statement reflects how the issues identified at the outset were integrated into the strategy, as set out in Table 1 below.

Table 1: Relevant SEA Environmental Issues

Environmental Problems		Relevant Topic	Implications for ECCT/ECCT SEA	Considered in the Strategy
City-wide	City centre			
<p>Possible future decreases in air quality/need to encourage more sustainable forms of transport.</p> <p>There are six Air Quality Management Areas in Edinburgh. Five related to road traffic and one Air Quality Management Area declared due to particulate matter in Leith docks area.</p> <p>Need to adapt to predicted climate change and its potential impacts.</p> <p>The population of Edinburgh is projected to increase by 15% between 2016 and 2041</p> <p>The social, economic and physical environmental conditions in Edinburgh are variable and therefore do not provide a consistent quality of environment adequate to ensure good standards of public health across all areas and communities.</p>	<p>Two AQMAs (City Centre and West End) Exceedance of air quality standards from NOx pollution in urban areas.</p> <p>Congestion in the city centre</p> <p>Cycle safety due to presence of significant numbers of large vehicles.</p> <p>Impact of deteriorating air quality on historic buildings</p> <p>Two candidate Noise Management Areas</p>	<p>Air and Climatic factors</p> <p>Population and human health</p>	<p>ECCT will need to address the projected increase in population</p> <p>ECCT should develop interventions which assist in achieving air quality and carbon reduction targets</p> <p>ECCT should support and encourage modal shift to lower emission modes of travel.</p> <p>ECCT should promote and develop safe active travel options</p> <p>The SEA should develop objectives and assessment criteria which seek to improve quality of life and human health. The SEA should consider the interactions between air quality and human health</p>	<p>The Strategy will lead to less traffic in the city centre with the closure of key city-centre streets to private vehicles, prioritisation of public transport and reallocating road space to make it safer and easier for Non-Motorised Users (NMU) to travel in the city centre. This decrease in traffic will directly lead to cleaner air and less noise.</p> <p>Improved infrastructure and less vehicle traffic will encourage more people to walk and cycle to and around the city centre. This will provide health benefits and improve the quality of people's journeys.</p> <p>The Strategy will improve accessibility for all users to move freely around Edinburgh's city centre. This will be made possible through a range of interventions, such as lifts, improved crossing opportunities, shop mobility, wayfinding and improved access routes.</p> <p>Walking and cycling around the city centre will be safer and less stressful with the removal of traffic from the streets and improved walking and cycling routes and</p>

				<p>facilities leading to greater enjoyment of the city centre and a reduction in accidents.</p>
<p>Edinburgh has a rich cultural heritage with a World Heritage Site, Scheduled Monuments, Listed Buildings and Conservation Areas, and Inventory Garden and Designated Landscapes.</p> <p>Edinburgh is under significant development pressure particularly in the historic core. There is a need to protect the cultural heritage from the negative impacts of development e.g. setting of SM, loss of Listed Buildings, effect of pollutants, etc.</p>	<p>Need to ensure proposals are in-keeping so as to not devalue the historic character of the area and retain and enhance the townscape at city wide and neighbourhood level and protect cultural activities that take place within the city centre.</p>	<p>Cultural Heritage</p>	<p>ECCT should contribute to the preservation of Edinburgh’s significant cultural heritage.</p> <p>The SEA should develop objectives and assessment criteria to ensure the protection of the World Heritage Site.</p>	<p>Removing traffic from streets, widening footways and improving the quality of public spaces (benches, bus stops, lighting) will allow people to dwell and enjoy the city centre’s significant heritage.</p> <p>The Strategy recognises the need for sensitive integration of interventions with the historic environment and designated heritage assets.</p> <p>Opportunities for improved surface water management and mitigating reduced permeability need to be considered in the context of the Council’s forthcoming SUDS technical guidance.</p> <p>The SEA recommended that all detailed proposals are informed by detailed understanding of sensitivity to change both in terms of heritage and landscape/townscape importance.</p> <p>Strategy advises changes to public realm to be carried out in line with the Council’s Design Guidance</p>

<p>Ensure that the water environment (our coasts, lochs, river corridors, their flood plains and routes for rain and surface water) often referred to as blue and green infrastructure, is valued for the multiple benefits it brings the people of Edinburgh.</p> <p>Identify, protect and restore the water environment ('blue and green infrastructure') and properly integrate water into the design of urban landscapes to deliver multiple benefits.</p>	<p>Historic localised flooding around Water of Leith. Need to respond to increased rainfall and implications on surface water within a constrained City Centre.</p>	<p>Water</p>	<p>ECCT should develop interventions which support sustainable solutions to surface water drainage and integrate natural and built elements including design for water (this includes design for flooding, extreme rainfall and climate change).</p>	<p>The Strategy identifies that public realm interventions have opportunities for improved resilience on streetscape, in terms of permeability for surface water management.</p> <p>The SEA assessment concluded that the Strategy has potentially beneficial impacts on enhancing the biodiversity of the city centre through provision of additional green space and enhancement of existing of green space. In addition, more green land in the urban environment would potentially have beneficial impacts on the water environment if there is more permeable green space covering the impermeable road surfaces, to assist with rainfall and surface water management.</p>
<p>Increasing demand on existing transport infrastructure Increasing demand for resources such as water and waste water treatment, heat and energy, and waste management created by new built development. Development pressure - streetscape/civic pressure.</p>	<p>Large proportion of short-term rental properties reducing longer term rentals in the city centre and eroding communities.</p>	<p>Material Assets Population and Human Health</p>	<p>ECCT should seek to improve existing transport and urban realm infrastructure to ensure more sustainable use.</p>	<p>All the interventions will contribute to an improved transport network and urban realm.</p> <p>The Strategy highlights the importance of circular economy, with all the interventions having the potential to contribute to a more sustainable, local way of using materials and resources when delivering projects, and minimising waste.</p> <p>The Delivery Plan sets out how Circular Economy principles will be embedded in project delivery.</p>

	Impact on greenspace/biodiversity from increasing use of public open spaces.	Biodiversity	The SEA will need to consider the impact of specific interventions on condition on designated sites, ensuring the protection of these designations and where appropriate their enhancement.	The Strategy recognises that impacts on Designated Sites, Local Nature Conservation Areas and local habitats to be controlled through careful and sensitive design.
Edinburgh has a unique landscape setting surrounded by hills and open countryside.	Unique townscape and urban realm with key views that need to be protected.	Landscape and Townscape	The SEA should develop objectives and assessment criteria to protect the unique character and townscape of the city centre and consider how landscape design should integrate natural and built elements including design for blue and green infrastructure to protect and enhance the unique townscape and landscape settings.	<p>The SEA Objectives were developed in discussion with SNH, SEPA and HES to protect the unique character and townscape of the city centre.</p> <p>Interventions within the Strategy have been developed help to ensure an attractive public realm and would enhance the integrity and liveability of key streets removing barriers to use.</p>

2.1 How the opinions and results of the consultation were considered

Engagement with the Consultation Authorities is a key part in the process of undertaking SEA. The statutory authorities provided valuable input to the process to ensure the methodology and content of the ER.

The draft ER accompanying the ECCT was submitted to SEA Consultation authorities through the SEA Gateway and subject to public consultation for six weeks from 27th May 2019. SNH, SEPA and HES submitted formal responses through the SEA gateway, however there were no additional comments on the draft ER from the public.

As a result of the responses received from the Consultation Authorities, a number of changes to the narrative and points of clarification have been made to the Revised Environmental Report. However, there were no new, removed, or significantly altered interventions.

Appendix A provides a detailed list of comments received from statutory consultees and the responses and amendments made to the ER by the SEA team. Table 2 provides a summary of the Consultation Authorities comments that resulted in amendments being made to the draft ER.

Table 2: Consultation Authorities comments and responses to the ER

Consultee	Comment	Updates to the ER
SEPA	SEPA commented that traffic displacement and subsequent impacts did not have sufficient mitigation.	The mitigation text was amended to highlight the cumulative impact of measures in associated strategies (LEZ, CMP) would reduce car usage in the city centre.
	SEPA recommended monitoring of traffic in the city to inform the LEZ.	Specific reference to traffic monitoring was added to mitigation.
	The baseline report did not include Air and Climatic Factors.	The baseline report structure was amended to include these topics under separate headings.
	SEPA did not see the value of including 5 years of rainfall data to show a trend due to trends generally being longer term.	Rainfall data from SEPA only extended 10 years, the ER was updated to show maximum historical data.
	SEPA wanted the opportunities from blue and green infrastructure to be highlighted in all relevant topics.	Text was added to better highlight these opportunities where appropriate.
	SEPA recommended text be added to the ER to use the ECCT as an opportunity to increase the resilience of the city centre to extreme rainfall and climate change.	Text was added to make reference to this through landscape design and built elements.
	SEPA suggested text amendments to the policy and environmental context surrounding water and soil quality.	The text was amended to highlight the multiple benefits of blue and green infrastructure and landscape design to provide enhancements to quality of life and making communities more resilient to extreme weather.
HES	HES requested specific reference was made to Edinburgh Castle and esplanade as a Scheduled Monument. They also commented	The text was updated to make specific reference to the monument.

	that proposals for vertical connections could have significant effects on the Castle.	
SNH	SNH commented that it is not appropriate to comment on designated sites that have no connectivity to the city centre.	The reference to the designated site was removed.
	SNH commented that the lighting hierarchy proposals could conflict with measures to improve biodiversity by introducing lighting to currently unlit areas.	The scenario tables were amended where appropriate to ensure this was captured in all scenarios.

The public and wider stakeholders had the opportunity to comment on the draft strategy and ER during the seven-week consultation period. Comments came in the form of survey questions around the level of support for each of the key proposals, alongside free-text comment boxes. As stated, there were no specific comments from the public on the content of the ER but there were wider comments related to the environmental impacts of the Strategy. These are summarised under key themes in Table 3.

Table 3: Public consultation comments relevant to environmental impacts of the Strategy

Key Thematic Issues	Council Response
Alignment with other Plans, Policies and Strategies	The Council recognise the importance of aligning ECCT with the LEZ and CMP to maximise the benefits of all at a city-wide and regional level.
<p>Road Space Reallocation - Vehicle Access and Restrictions</p> <p>There were positive comments on air quality benefits from roadspace reallocation and welcomed improvements to active travel infrastructure and pedestrian priority. Concerns were raised, however, on the impact of pedestrian priority on Old Town residents and how traffic reduction would be achieved. It was also noted that pedestrian priority should be extended to Queen Street and the length of the Royal Mile to Holyrood Palace and the Scottish Parliament.</p> <p>Proposed changes to vehicular access raised concerns regarding access for residents, taxi access, blue badge holders, elderly people, carer visits and people carrying heavy items/equipment. There needs to be a target to reduce commercial vehicle movements and re-route traffic from the city centre without having a detrimental impact on other areas.</p> <p>There were also concerns over the potential for a loss in passing trade to business. Suggestions were made to introduce set delivery time periods and use of last mile delivery using low-carbon transport. The needs of business in the city centre and the workplace parking levy must be considered and mitigation provided to ensure they are not negatively impacted.</p> <p>Respondents were keen to see stronger enforcement of traffic regulations on existing</p>	<p>The proposed pedestrian priority zone and city-centre LEZ are not inter-changeable. The LEZ proposals are informed by the location of legal air quality objective exceedances (based on monitoring and modelling).</p> <p>Reallocation of road space to promote walking, cycling and public transport will complement LEZ objectives.</p> <p>Based on responses to ECCT, the council intends to take forward the following street closures: Bank Street (except buses and taxis); Candlemaker Row (except buses); Cockburn Street; Forrest Road; High Street between North Bridge and St Mary’s Street; Victoria Street; and Waverley Bridge.</p> <p>The strategy recognises that Taxis and door to door services are important. The next stage will consider the space allocated to Taxi Ranks and whether locations and space available in ranks continues to meet the needs of users and drivers.</p> <p>It is recognised that potential exists for initial negative economic impacts on business as customers adapt to new access arrangements. The council will continue to monitor the impact of street closures through evaluation of the open-streets programme and Summertime Streets.</p> <p>Transport modelling has been undertaken for ECCT and LEZ to understand the impact of street closures on operation of the city centre road network. Further</p>

<p>streets and closure of other key streets to coaches and general traffic. Enforcement of restrictions is also important to address loss of revenue from removal of on-street parking and the impact in changes to bus priority.</p> <p>There was a strong desire expressed to allow access to Waverley Station for taxis or private cars for the elderly and those with impaired mobility.</p> <p>There was support for the pedestrianisation of Waverley Bridge to create a plaza which is welcoming for visitors. Community groups commented that the strategy must integrate with the Waverley Masterplan.</p> <p>The need for tourism must be monitored and the strategy must put residents' needs at the forefront of changes.</p> <p>It was commented that proposals need to be backed up by city-wide measures.</p>	<p>modelling is being undertaken to understand related air quality impacts.</p> <p>All street closure proposals will be progressed in dialogue with local communities, business and venues to provide alternative access for residents, blue badge holders, deliveries and servicing to maintain access for emergency services and network resilience</p> <p>New content on inclusive access has been highlighted within relevant sections of the Strategy to reflect the importance of inclusive design and management of our streets. The Strategy's Integrated Impact Assessment has identified recommendations to ensure where streets are closed to general traffic that nearby traffic access is provided for disabled parking, taxi drop-off and public transport.</p> <p>The Council continues to work in partnership with Network Rail to discuss feasibility of the NMU overbridge and creating a plaza on Waverley Bridge.</p>
<p>Improvements to the Public Realm</p> <p>Support was given for the potential of significant improvements to public health. It was commented that public spaces should be free from unhealthy activities such as fast-food outlets and smoking. Public realm enhancements should also be linked to homeless initiatives.</p> <p>The improvement to cycling infrastructure was welcomed, particularly reducing on-street parking to make way for cycling and walking. More detail was required on how traffic displacement would affect pedestrians and cyclists on roads that would experience more traffic as a result of closures.</p> <p>There were concerns about project finance and it suggested that the strategy should be given priority for funding under Transport Scotland's second Strategic Transport Projects Review which is currently in development.</p>	<p>The IIA recommends that public realm improvements be taken forward in conjunction with homelessness initiatives.</p> <p>Graphics have been updated to clarify where cycle segregation is proposed for key routes across the city centre and where further segregation would be desirable, subject to project level feasibility and design. Additionally, information on wayfinding and cycle hire has been added to the City Operations and Management section of the Strategy. Key early action will be to review improvements to pedestrian and cycle movements across Princes Street / Lothian Road junction to address immediate safety and operational concerns.</p> <p>The closure of Bank Street for the George Street to Meadows cycleway would complement the city's desire to support a modal shift to active travel and provide safety through segregation.</p>
<p>Sustainability and Climate</p> <p>It was considered that the Strategy does not appropriately consider the growth in residents and visitors or address climate change adaptation.</p> <p>There were positive comments on the impact of the strategy for reducing car usage to address the climate emergency and assist with the Net Zero Target.</p>	<p>The finalised strategy makes greater reference to the Council's sustainability approach and target to become carbon neutral by 2030. To support this goal, Circular Economy principles have been incorporated as part of the Strategy's approach to place development and management.</p>
<p>Vertical Connections</p> <p>Several comments were received on the design of the proposed vertical links and Waverley Valley NMU bridge to avoid visual impacts in the World Heritage Site. The potential costs of both proposals</p>	<p>The proposed vertical connections have been further scoped, costed and benchmarked with infrastructure in other cities. Detailed design would seek to reduce impacts on the built and natural environment and</p>

<p>were raised as well as the importance of security and maintenance for public lifts.</p>	<p>involve ongoing liaison with heritage bodies and the Waverley Masterplan.</p>
<p>Public Transport</p> <p>There were several responses on improving public transport to reduce the need to use private vehicles. Comments included suggestions to facilitate this including extending bus lane operational hours and bus stop rationalisation.</p> <p>Suggestions were made on routes for the city centre hopper bus. Some respondents considered a small fare should apply or be funded by a visitor levy. Others were concerned the shuttle bus would not cope with demand and suggested re-routing of main services.</p> <p>Those with disabilities rely on public transport so interventions on bus provision and stops must be mindful of those with impaired mobility and senses. Improvement to Sunday bus services was supported to support worship and commerce in the city centre. Bus operators expressed concerns over the impact of rationalisation of bus services on public transport provision in the city centre and would put greater pressure on remaining stops. Integration with Waverley Station and Edinburgh Bus Station is identified as critical.</p> <p>Restrictions on coach movements was welcomed but should go further.</p> <p>A second cross city-centre tram link was viewed as a lesser priority and should be part of a city-wide review of the tram network. The four proposed public transport interchanges required further explanation to be properly considered. Integrated and contactless payment is important for public transport operation.</p> <p>There were positive comments on the orbital routes to connect non-city centre locations, but more detail is required on how this would be carried out.</p>	<p>The city centre hopper bus would be subject to a trial to demonstrate its cost/benefits in terms of connecting communities around the city centre and reducing congestion. Cost estimates are based on 76 passenger capacity electric hopper buses operating on a ten-minute frequency. Buses will continue to be the predominant transport method in the city centre and the council will continue to engage with all operators. The finalised strategy sets out further details on public transport interchanges.</p> <p>ECCT has been developed in dialogue with Lothian Buses and seeks to prioritise bus movements where practicable through stop rationalisation (without compromising accessibility standards) and to optimise signal phasing.</p> <p>Bus lanes are not affected by street-space re-allocation and proposals to enforce kerbside regulations, loading and servicing regulating, coach and tour bus operations and cycle infrastructure will aim to minimise disruption to public transport.</p> <p>The second cross-city tram link is set out as a long-term safeguarding measure. This recommendation will only be progressed as part of any review of the wider tram network and on the basis the measures in the CMP and City Plan 2030 are able to reduce traffic.</p>

3. The reasons for choosing the plan as adopted, in light of the other reasonable alternatives considered

The integrated approach taken forward by ECCT ensured that the SEA had opportunity to consider a number of alternatives at each stage of the assessment process. At these gateways, any identified negative impacts or positive opportunities were discussed with the project team to determine effective mitigation and enhancement recommendations. The key recommendations have included refinements to objectives, policy wording and alternative intervention options. Further detail of each of the assessment stages is provided in detail within the Environmental Report.

3.1 Objective Setting

The compatibility of the ECCT Objectives were assessed against SEA Objectives. In line with SEA recommendations the objectives were refined, and alternative objectives identified to ensure the best environmental and wider sustainability outcomes. The final objectives were presented in the Interim Report at the February 2019 Transport and Environment Committee.

3.2 Alternative Scenarios

With a clear reference to the vision, aims and objectives, three alternative appraisal scenarios were identified: **Smart**, **Local** and **Connected**. Measures were packaged under each scenario to enable the appraisal of how these could deliver the outcomes sought by the Strategy.

- **Smart:** This scenario focused on the best possible management of existing resources (including road space and public realm) within the City Centre.
- **Local:** This ambitious scenario was people focused, potentially making the city centre work better for residents and wider communities.
- **Connected:** This scenario maintained significant overall levels of people movement, but with significant reductions in vehicle movement, particularly through the City Centre. The scenario had a strong focus on improved public transport and an interchange that facilitated orbital as well as radial movements.

The three scenarios were evaluated against the SEA objectives, assessment criteria and interventions to determine mitigation and enhancement recommendations and to assess the likely effects of implementing these interventions. The findings of this assessment informed the final list of interventions within the Proposed Strategy.

3.3 Proposed Strategy – May 2019

The findings of the SEA assessment of the alternative scenarios and associated packages of interventions directly fed into the development of the Proposed Strategy, a combination of interventions from all scenarios. An assessment of these interventions, focusing on the key changes from the alternative scenarios, against the SEA objectives and SEA assessment criteria was undertaken to determine mitigation and enhancement recommendations and to assess the likely in-combination, secondary and synergistic effects of implementing these interventions.

3.4 Finalised Strategy – Sep 2020

Having regard to comments received from the SEA Consultation Authorities and relevant comments received through the Strategy consultation process, the SEA assessment of the Finalised Strategy interventions focussed on any key changes. Identifying where mitigation measures/recommendations were required or had already been embedded in the Strategy and considering the effects of implementing these interventions.

The SEA concluded that the Finalised Strategy would have a predominantly positive effect across the SEA topics, with key benefits identified on air quality and population and human health. This was a result of an overall reduction in traffic and an anticipated modal shift to more sustainable transport modes, including improved and safer active travel opportunities. Opportunities were also identified to increase the resilience of Edinburgh to climate change, in particular extreme rainfall.

Localised negative effects were identified where interventions could impact on natural or cultural heritage designations. It was determined that mitigation would be put in place as detailed proposals develop, with the involvement of relevant organisations from the outset and involving suitable assessment criteria e.g. Ecological and Heritage Impact Assessments or EIA as required, notwithstanding the legislative requirements associated with Planning and/or Listed Buildings consent.

The Finalised ECCT Strategy is the outcome of the appraisal of the alternative scenarios and interventions in which the SEA was a key influence. Through this appraisal it was determined that this combination of interventions would result in the most transformative change, delivering, by 2030, an exceptional capital city centre that is for all, a place for people to live, work, visit and play.

4. Monitoring

Monitoring the effects of the implementation of the strategy on the SEA objectives is a key part of the SEA process. Part 3, Section 18 of the Environmental Assessment (Scotland) Act 2005 sets out the requirements for monitoring the implementation of qualifying strategies: *'monitor the significant environmental effects of the implementation of the plan; these may include arrangements which enable the authority to identify any unforeseen adverse effects at an early stage and undertake appropriate remedial action.'*

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

It is proposed that the monitoring framework would align with the City Mobility Plan and City Plan 2030 to ensure an integrated approach. Developing this integrated framework was discussed at a workshop with the Consultation Authorities following the ECCT public consultation and will require to be aligned as the related PPS come forward.

Progress towards successful delivery of the ECCT Strategy will be measured against a set of indicators linked to the Scottish Government's National Performance Framework. The approach to monitor delivery through indicators is two-fold, including:

- Perception-based indicators, such as the Scottish Household Survey, resident surveys by ward and Annual Population Survey (APS), supplemented as necessary by additional survey work; and
- Real-world indicators, such as travel times, bus patronage, levels of physical activity, and modal share for travel to work and vehicle movements in the city centre and surrounding neighbourhoods.

To ensure that the monitoring undertaken is focused and directly linked to the significant effects associated with implementing ECCT, the indicators presented in Table 3 have been identified under the SEA topics of Population and Human Health and Air Quality.

These indicators will be included in a wider integrated monitoring framework across the City Mobility Plan, and Low Emissions Zone and City Plan 2030.

Table 3: Monitoring Indicators

SEA Topic	Potential Monitoring indicators	Sources
Population and Human Health	Percentage modal share by ward	Council resident surveys
	Satisfaction with public transport	Scottish Household Survey
	Pedestrian and cycle counts – key corridors	Council cordon counts
	Perception of cycle safety	Bikelife Edinburgh
	Road Safety – road casualty data	Council road safety data
Air Quality and Climatic Factors	Exceedances of PM _{10s} , PM 2.5 and NO _x	Annual Local Air Quality Management reports
	Estimated contribution of road transport to carbon dioxide emissions major in kilo tonnes (Kt) for local authority area	UK Dept for Business, Energy and Industrial Strategy