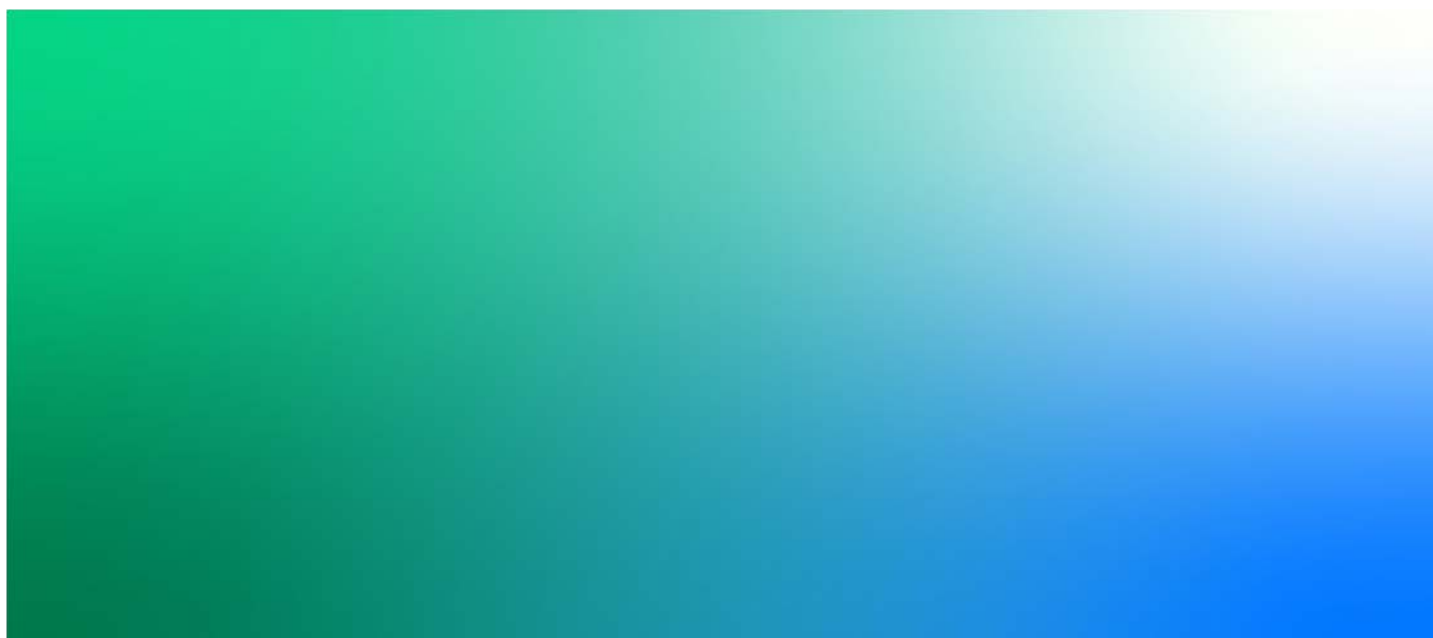




Environmental Report
City Mobility Plan Strategic Environmental Assessment

22 January 2020

The City of Edinburgh Council



Environmental Report

Document Title: City Mobility Plan Strategic Environmental Assessment
Date: 22 January 2020
Client Name: The City of Edinburgh Council
Project Manager: Adam Liddle
Author: Erika Schmolke/Ailsa Collin

Jacobs U.K. Limited

160 Dundee Street
Edinburgh
EH11 1DQ
United Kingdom
T +44 (0)131 659 1500
F +44 (0)131 228 6177
www.jacobs.com

© Copyright 2019 Jacobs U.K. Limited. The concepts and information contained in this document are the property of Jacobs. Use or copying of this document in whole or in part without the written permission of Jacobs constitutes an infringement of copyright.

Limitation: This document has been prepared on behalf of, and for the exclusive use of Jacobs' client, and is subject to, and issued in accordance with, the provisions of the contract between Jacobs and the client. Jacobs accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this document by any third party.

Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
	06.06.19	Draft Template	ES	AC	SI	SI
	14.10.19	Draft Environmental Report for Client Review	ES	AC	SI	SI
	22.01.19	Final Draft Environmental Report	ES/AC	AC	SI	SI

Contents

Key Facts	1
Non-Technical Summary	1
1. Introduction	7
1.1 Purpose of this report.....	7
1.2 How to Comment on This Report.....	7
1.3 Structure of Report.....	7
1.4 Statutory Context for the SEA.....	8
1.5 Background to the City Mobility Plan	8
1.6 CMP Development Approach	9
2. SEA Process	10
2.1 Introduction	10
2.2 Scoping of SEA Topics.....	11
2.3 Response to consultation comments.....	12
2.4 Habitats Regulations Appraisal.....	12
3. Policy and Environmental Context	13
3.1 Introduction	13
3.2 Relationship with other Plans Programmes or Strategies	13
3.3 Relevant Environmental Aspects, Issues and Problems	15
3.4 Environmental Baseline Evolution	20
4. Assessment Approach	22
4.1 Introduction	22
4.2 SEA Objectives and Assessment Criteria.....	22
4.3 SEA Scoring System	23
4.4 CMP elements subject to SEA.....	24
4.5 SEA Assessment Stages.....	25
4.6 Approach to Reasonable Alternatives	25
5. Assessment Findings	26
5.1 Stage 1: SEA of Proposed Vision and CMP Objectives	26
5.1.1 Approach	26
5.1.2 Initially the CMP objectives were based around the following vision:	26
5.1.3 Findings.....	31
5.2 Stage 2: SEA of Packages	31
5.2.1 Approach and Findings.....	31
5.3 Stage 3: SEA of Policy Measures.....	37
5.3.1 Approach and Findings.....	37
6. Cumulative Effects.....	40
7. Mitigation and Enhancement.....	44
7.1 Embedded Mitigation	44

7.2 Future Mitigation.....44

8. Next Steps..... 45

8.1 Monitoring.....45

8.2 SEA activities to date and next steps45

9. References 47

List of Abbreviations Used in The Report..... 48

APPENDICIES

APPENDIX A: CMP SEA BASELINE

APPENDIX B: RELATIONSHIP WITH RELEVANT PLANS, PROGRAMMES AND STRATEGIES

APPENDIX C: CONSULTATION RESPONSES

APPENDIX D: HIGH-LEVEL SEA ASSESSMENT

Key Facts

Name of Responsible Authority	City of Edinburgh Council (CEC)
Title of plan, programme or strategy (PPS)	Edinburgh City Mobility Plan (CMP)
Requirement for the PPS	Edinburgh's current Local Transport Strategy, the fourth iteration, expired at the end of 2018 – it will be succeeded by the City Mobility Plan. Although there is no statutory requirement for local authorities to produce transport strategies, City of Edinburgh Council has routinely updated its Local Transport Strategy every five years.
Subject of the PPS	Transport, mobility and placemaking.
Period covered by the PPS	2020 - 2030
Frequency of updates	Reviewed every 3 years
Requirement for SEA	In accordance with The Environmental Assessment of Plans and Programmes (Scotland) Act 2005 (the Act), the CMP requires a SEA under Section 5(3) of the Act.
Geographic area covered by the PPS	The main focus of the CMP will be the City of Edinburgh Council area. However, it will also examine wider regional transport issues, seeking to address the adverse impacts of transport movements originating or terminating in Edinburgh.
Purpose and/or objectives of PPS	To set out the transport vision, objectives, policies and plans which support the Council's economic, social and environmental objectives. This includes how City of Edinburgh Council will meet national and regional objectives relevant to transport at a local level and details the actions required to meet current and future local challenges and achieve community objectives through a combination of short, medium and long-term action plans.

Non-Technical Summary

Introduction

This report summarises the findings of the Strategic Environmental Assessment (SEA) which was conducted for the City of Edinburgh Council's City Mobility Plan (CMP). The Environmental Assessment (Scotland) Act 2005 sets out the statutory requirements for conducting a SEA, which ensures the environment and other sustainability aspects are considered at an early stage of decision making when preparing public plans, programmes and strategies (PPS).

The purpose of the draft Environmental Report is to:

- Provide information on the draft Edinburgh CMP
- Identify, describe and evaluate the likely environmental influence of the draft Plan; and
- Provide an opportunity for the Consultation Authorities and the public to comment on any aspect of this draft Environmental Report.

Background to the Edinburgh City Mobility Plan

The CMP has been developed to support Edinburgh's ambitious target to be carbon neutral by 2030. The CMP includes a series of policy measures which will seek to deliver the following vision:

Edinburgh will be connected by a safer and more inclusive carbon neutral transport system delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents.

In line with European best practice (Developing Sustainable Urban Mobility Plans), the initial stages of preparing the CMP involved an extensive review of the existing transport strategy, identifying and understanding mobility issues, reviewing literature, exploring the best practice from other cities' approaches and analysis of feedback from relevant recent Council consultations (Economic Strategy 2018, and 2050 Edinburgh City Vision).

Following consultation on the prospectus, an interim report was drafted and presented to the CEC's Transport and Environment Committee on 28th February 2019. The committee noted the findings of the engagement and approved the next stages involved in developing the CMP.

Further workshops were undertaken involving 100 stakeholders and the Transport Forum (which continues to serve as the stakeholder advisory group for mobility policy development), to help identify policy measures that would support the CMP.

In order to sift the initial long list of policy measures, each was considered against a series of questions, including whether the objectives have been met, issues addressed (Traffic & Freight/Health & Wellbeing/Access & Equality/Built Environment) and delivery mechanisms/cost.

Following this initial sift, a set of draft objectives and preliminary list of policy measures were presented to the CEC Transport and Environment Committee on the 17th May 2019.

Further internal consultation with CEC delivery teams and other plan teams, including ECCT and City Plan was undertaken, to ensure alignment with current and future plans.

Public transport appraisals have also been undertaken by consultants to identify technical and cost issues, and develop business cases and where appropriate, add a spatial layer to policy measures, for example, identify where public transport corridors require to be developed or expanded.

Assessment Methodology

The SEA focuses on strategic level issues and does not consider detailed measures for specific developments and construction projects within the study area. Strategic mitigation for negative effects of the CMP has been identified throughout the assessment and this will form the basis of future project level assessments that focus on interventions identified in the CMP.

Listed below are the environmental topics that have been scoped into the SEA as it was concluded that the CMP has the potential to significantly impact each of these topics:

- air and climatic factors;
- land and soil;
- water;
- landscape and townscape;
- biodiversity, flora and fauna;
- material assets;
- population and human health; and
- cultural heritage.

The SEA assessment uses a set of SEA objectives and assessment criteria which cover each of the environmental topics scoped into the assessment. These have been developed from a comprehensive review of the baseline and policy requirements to align with the SEA objectives with the forthcoming City Plan 2030 and the recently adopted City Centre Transformation Strategy.

To ensure the SEA influenced each stage of the CMP (including public consultation, stakeholder engagement, workshops, framework drafting), it was aligned with the CMP development. This informed refinement and revision of the proposed plan, as outlined in section 2 of the draft Environmental Report. SEA specialists worked with the CMP development team to conduct detailed assessments on the draft CMP, to improve the environmental and sustainability benefits resulting from the plan. This involved assessing:

- the compatibility of the SEA objectives with the CMP objectives;
- the policy measures against the SEA objectives to determine mitigation measures and enhancement recommendations;
- the effects of implementing these policies where mitigation measures and recommendations were adopted; and
- individual policy measures where further detail was required to identify effects of mitigation measures.

Where negative impacts or positive opportunities were identified, mitigation measures and recommendations were proposed. Recommendations included refinement to the CMP objectives, the addition of policies, amendments to policy wording, caveats and monitoring controls based on the environmental criteria that consider and respond to both direct and indirect, secondary and cumulative impacts.

In accordance with the 2005 Act, the statutory consultation authorities, which include: Scottish Natural Heritage; Scottish Environmental Protection Agency; and Historic Environment Scotland, were consulted on the scoping report and their comments and views were considered, provided in Appendix C of the draft Environmental Report.

Policy Context

The City of Edinburgh Council's CMP sets out the strategic approach for the movement of people and goods into and around Edinburgh. The plan outlines policies to make Edinburgh a fair, thriving, connected and inspired capital city, superseding the existing Local Transport Strategy for Edinburgh.

The CMP plays a pivotal role in linking national, regional and city policy context through to guiding delivery plans and resourcing across the city, which is outlined in Section 3.2. The SEA considered the Plan within the context of a focussed range of other plans, programmes and strategies (PPS). This process helped to identify a range of environmental protection objectives and problems and issues that the Plan should take cognisance of and might support with its delivery. This comprehensive policy review has been undertaken and is included as Appendix B to the draft Environmental Report. A summary of the key environmental protection objectives identified from the review is provided in section 2 of the draft report.

Environmental Context

A baseline information gathering exercise was carried out in order to summarise the key environmental characteristics against the SEA topics. The full baseline report is provided in Appendix A of this draft Environmental Report.

An assessment was also undertaken to provide an overview of the key environmental issues and an assessment of the likely evolution of each baseline issue in the absence of the CMP (i.e. a do-nothing option). Key environmental issues and problems included:

- Transport is a significant contributor to carbon dioxide emissions in Edinburgh. Motorised transport results in poor air quality in parts of Edinburgh, as nitrogen dioxide and PM originate principally from road traffic.
- Edinburgh's transport infrastructure needs to be resilient against adverse climate impacts, and also consider potential positive impacts, such as a longer summer season.
- Depending on where it is located, transport infrastructure can have a detrimental impact on soil through air/run off pollution and sealing.
- Run-off from roads and new transport infrastructure can negatively affect water quality or hydrological regimes. Regular flood events can increase the amount of run-off from roads and exacerbate the problem.
- Potential reduction in landscape/townscape visual amenity through the construction and operation of new transport infrastructure. Potential loss of access to important sites e.g. World Heritage Site.
- Land-take as a result of transport infrastructure can lead to loss, disturbance and fragmentation of habitats. The presence of people and vehicles associated with transport can create disturbances for local wildlife, including disturbance resulting from noise and artificial light.
- There are currently a number of deficiencies in Edinburgh's transport network, resulting in a transport system operating below its capabilities. These include congested roads, roads in need of maintenance, a limited cycle network, a limited bus lane network and poorly maintained public transport facilities in some locations.
- Increasing numbers of people living and working in, and visiting the city, puts pressure on the existing transport network.
- Transport has a number of negative impacts on human health, in terms of air quality, emissions of key air pollutants and noise. A transport system that is not conducive to walking and cycling reduces opportunities for people to undertake physical activity and can lead to an increase in obesity and other conditions arising from inactivity.
- New transport infrastructure could lead to the loss of or damage to known and previously undiscovered historical/heritage sites or features. Congestion in and around conservation areas can undermine the distinctive character of such areas. Street clutter, including inappropriate signage and materials can cause

negative visual impacts. Air pollution can cause deterioration of buildings and monuments. Vibration from road traffic can damage historical/heritage sites or features.

In the absence of a new transport strategy, it is possible that some existing environmental problems would persist and even increase. In line with Schedule 3 of the 2005 Act, the environmental evolution without the PPS should be considered. Taking account of the environmental issues identified in the evolution of the environmental baseline, particularly the environmental problems and trends identified, are presented in section 3 of the draft Environmental Report.

Key Findings

The SEA concluded that the proposed strategy would have a predominantly positive effect across the SEA topics, with key benefits identified for air quality and population and human health. Localised negative effects were identified where proposals could impact on natural or cultural heritage designations. It was determined that mitigation would be put in place as detailed proposals develop. A summary of the findings is presented in the table below against each of the SEA topics.

SEA Topic	Summary of Assessment Findings
Air Quality & Climatic Factors	<p>Significant positive effects were identified associated with an overall reduction in traffic due to stricter parking measures, traffic free zones, street closures and road user charges, freight consolidation zones, public transport accessibility improvements, integrated/flexible services and ticketing, low emissions zone and improved walking and cycling measures.</p> <p>To achieve significant benefits to air quality and climatic factors, a co-ordinated approach to modal shift is required, for example, similar timing of demand management package implementation to public transport and walking and cycling packages. Effect will be greater over time as more measures are implemented.</p> <p>Potential adverse effects could arise where parking controls and/or street closures result in the displacement of private vehicles to other parts of the city. A transport appraisal may be required to determine the impact of displacement effects - for example, the resulting effects on air quality.</p>
Land & Soil	<p>The draft CMP approach to effective integrated land use and mobility planning can prevent cities from becoming dispersed and polarised. Concentrating infrastructure and environmental costs could prevent large areas of land becoming affected by construction of transport infrastructure and car dominated developments. This should lead to reduced detrimental effects on land use change.</p> <p>Potential for some localised negative effects where new or expanded regional park and ride may require additional land take. Further environmental appraisal would be required as proposals are developed.</p>
Water	<p>The draft CMP approach to integrated land use planning is likely to reduce widespread construction across the city. This is likely to reduce flood risk, as natural drainage patterns are less likely to be affected by dispersed development and impermeable surfaces. It was also identified that the implementation of the CMP could improve water quality through reduced runoff pollutants, following a reduction in private vehicles and encouraging modal shift. Any new infrastructure should aim to improve sustainable drainage and pollutant filtration.</p>

SEA Topic	Summary of Assessment Findings
Landscape	<p>A generally positive effect on landscape and townscape was identified with key benefits anticipated through the overall reduction of traffic and parking within the city facilitating public realm improvements. However, the location of any new freight consolidation centres, regional park and rides, logistics zones or hubs needs to be sympathetic to landscape considerations. The extension of the tram route and bus routes would also need to be designed sympathetically.</p>
Biodiversity, Flora and Fauna	<p>The draft CMP policies to concentrate infrastructure could prevent large areas of natural environment, including designated sites and protected species, from becoming affected by construction of transport infrastructure and car dominated developments. This should lead to reduced detrimental effects on biodiversity, flora and fauna. Reductions in usage of private vehicles through improved public transport and active travel networks will also improve air quality with a possible positive impact on biodiversity.</p> <p>Where site specific measures are proposed, there is the potential for adverse impacts to occur where proposed interventions result in habitat loss. However, as more interventions are implemented the potential for habitat creation also increases in the long-term.</p>
Material assets	<p>Positive effects on material assets were identified through the overall improvement to the public transport network. Encouraging greater use of the network through more flexible services, improved accessibility and integrated fares and ticketing is likely to lead to less congestion on the roads due to a fewer number of cars. New bus routes servicing areas with current low public transport access will lead to reduced car use in more remote parts of the city.</p> <p>The introduction of walking and cycling measures would require improvements to cycle facilities and access to streets. It is likely that this would lead to an improvement to the existing transport network.</p>
Population and Human Health	<p>The improvements to public transport will also promote sustainable mass-transit opportunities for people to access work, education, social activities, healthcare and other services. Active travel network improvements promote a healthy lifestyle and quality of life will be improved through a more integrated network, better facilities and safety improvements such as secure bike storage. Human health will also be positively impacted by reductions in air pollutants and noise resulting from an overall reduction in traffic.</p>
Cultural Heritage	<p>Mixed effects were identified on Cultural Heritage. Dense developments could potentially affect townscape and the setting of heritage assets if taller buildings are part of the development. Heritage assets could also be affected by the construction footprint of new freight consolidation centres, logistics zones or hubs and expansion of both bus and tram routes.</p> <p>There may be opportunities for improved accessibility to heritage assets through improvements to the public transport network and active travel routes and the visual setting of some heritage assets may be improved as there will be fewer cars on the streets.</p>

Next Steps and Monitoring Framework

The draft Environmental Report will be issued alongside the draft CMP for **public consultation for a period of 8 weeks**. All comments and representations will be considered before finalising the CMP and Environmental Report. Where elements of the plan change in response to consultation, the assessment will be reviewed and updated within the Environmental Report prior to the adoption of the final CMP.

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 Plan to ensure that monitoring is undertaken as part of CMP delivery.

It is proposed that the monitoring framework would align with the forthcoming City Plan 2030 and recently adopted Edinburgh City Centre Transformation Strategy, to ensure an integrated approach. Developing this integrated framework was discussed at a workshop with the Consultation Authorities following the public consultation. A monitoring framework and associated targets/indicators will be presented in the Post Adoption SEA statement, the final stage in the SEA process.

1. Introduction

1.1 Purpose of this report

Strategic Environmental Assessment (SEA) provides plan-making authorities with a transparent process to incorporate environmental considerations into decision making at an early stage and in an integrated and documented manner.

The overall objective of SEA is to:

“Provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development” (Article 1 of the European SEA Directive 2001/42/EC).

The purpose of this report is to report the findings of the SEA of Edinburgh Council’s City Mobility Plan (CMP). This Environmental Report (ER) responds to statutory SEA requirements, considers the evolution of the emerging CMP to date and presents an assessment of its likely significant effects. As required by the SEA regulations (see Section 1.4), a Non-Technical Summary (NTS) of the ER has also been prepared to summarise the key findings from the SEA.

1.2 How to Comment on This Report

This report and accompanying NTS are being issued for consultation. Subject to approval from the City of Edinburgh Council (CEC), the document will be available for consultation from 31st January for a period of 8 weeks. Details of how to participate in the consultation will be available on the CEC website www.edinburgh.gov.uk/mobilityplan.

In accordance with Section 15(3)(b) of The Environmental Assessment (Scotland) Act 2005 (hereafter referred to as the 2005 Act), a letter forming the proposed consultation arrangements will be submitted to the Scottish Ministers by CEC prior to the commencement of the consultation period.

1.3 Structure of Report

This report is structured as follows:

- Section 1 introduces the report, identifies core statutory requirements for undertaking the SEA, explains the background to the development of the CMP and provides a summary of the proposed plan and purpose.
- Section 2 provides an overview of the SEA process which has been undertaken to date, the SEA scoring process and the response to consultation comments. A detailed response to consultation comments is provided in Appendix C.
- Section 3 provides a review of relevant Plans, Programmes and Strategies (PPS) and a summary of the baseline characteristics and the evolution of the baseline in the absence of the CMP. A detailed baseline is provided in Appendix A, with a full list of relevant PPS, which identifies applicable legislative and policy requirements and targets at international, national, regional and local scale provided in Appendix B.
- Section 4 presents the approach to the SEA assessment, providing the assessment criteria, scoring system and approach to reasonable alternatives.
- Section 5 presents the key findings of the high-level SEA undertaken on the package of policy measures in the CMP and the SEA assessment on individual policy measures identified for further assessment. The high-level assessment matrix of the package and individual policy measures is provided in Appendix D.
- Section 6 presents the approach to cumulative assessment.
- Section 7 identifies embedded and future mitigation, as well as enhancement measures.
- Section 8 identifies the next steps in the SEA process and outlines potential monitoring arrangements.

The report is supported by the following appendices:

- Appendix A: CMP SEA Baseline
- Appendix B: Relationship with relevant Plans, Programmes and Strategies
- Appendix C: Consultation Responses
- Appendix D: High-level SEA Assessment

1.4 Statutory Context for the SEA

In Scotland, the 2005 Act transposes the EU Directive (2001/42/EC) into Scottish legislation, and Section 1 of the Act sets out the primary requirement, which is to secure the completion of an environmental assessment during the preparation of a qualifying plan or programme. The Act requires responsible authorities to assess the likely significant effects on the environment of implementing PPS, as defined within the 2005 Act. This assessment must also examine the likely significant effects of implementing reasonable alternatives to the PPS under consideration (i.e. the CMP).

The CMP is a qualifying plan under Section 5(3) of the 2005 Act, therefore a SEA is required.

Under the 2005 Act, once the need for a SEA of a PPS has been established, a three-stage process is required:

- SEA Scoping (Section 15): Responsible Authorities must provide the Consultation Authorities with sufficient information to enable them to consider the proposed scope, level of detail and consultation period for an ER to accompany the PPS;
- Preparation of an ER, and consultation on it (Section 14): Responsible authorities must prepare an ER to “identify, describe and evaluate the likely significant effects on the environment of implementing” a PPS. This report should be based on the outcomes of the SEA Scoping and the information requirements specified in Schedule 3 of the 2006 Act. The report must be consulted on in tandem with the PPS for a period as agreed with the Consultation Authorities through the SEA Scoping. This report responds to these legislative requirements; and
- Preparation of a Post Adoption SEA Statement (Section 18): Following the adoption of a PPS, the Responsible Authority must prepare a statement setting out, amongst other matters, how environmental considerations and the SEA have been considered within the adopted PPS.

1.5 Background to the City Mobility Plan

The City Mobility Plan will succeed Edinburgh’s current Local Transport Strategy 2014-2019 (LTS). The current LTS was published in 2014 to set out the City of Edinburgh’s policies and plans in working towards an integrated and sustainable transport system. The LTS considered the Council’s wider objectives and outcomes and was aligned with the Local Development Plan and Economic Strategy as well as other regional and national transport policies.

In September 2018, CEC published a prospectus for public consultation entitled ‘Edinburgh: connecting our city, transforming our places’. The prospectus set out a series of 15 ideas for a more active and connected city, a healthier environment, a transformed city centre, neighbourhood streets and civic life.

This prospectus combined three major projects being prepared throughout 2018 and 2019, including:

- Edinburgh City Centre Transformation (ECCT) – an action plan for a vibrant and people-focused capital city centre to improve community, economic and cultural life, which was approved in September 2019 and was subject to its own SEA.
- The City Mobility Plan – setting the strategic approach for how people and goods travel into, and around, our growing city. Its development will supersede the existing LTS for Edinburgh, in setting policies and actions that help to make Edinburgh a fair, thriving, connected and inspired capital city.

- Low Emission Zones (LEZs) – the Council is taking a comprehensive approach to developing Low Emission Zones as a step towards protecting Edinburgh's citizens from the harmful health effects of poor air quality, in line with Scottish Government priorities to introduce LEZs in Aberdeen, Dundee, Edinburgh, and Glasgow by 2020.

These major projects are being considered in the context of the emerging City Plan 2030, which is subject to its own SEA. Following extensive public and stakeholder consultation on the ideas in the prospectus, detailed proposals were then developed for each project.

1.6 CMP Development Approach

The CMP has been developed to support Edinburgh's ambitious target to be carbon neutral by 2030. The CMP will comprise a series of objectives and policy measures which will seek to deliver the following vision:

Edinburgh will be connected by a safer and more inclusive carbon neutral transport system delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents.

In line with European best practice ([Developing Sustainable Urban Mobility Plans](#)), the initial stages of preparing the CMP involved an extensive review of the existing transport strategy, identifying and understanding mobility issues, reviewing literature, exploring the best practice from other cities' approaches and analysis of feedback from relevant recent Council consultations ([Economic Strategy 2018](#), and [2050 Edinburgh City Vision](#)).

Following consultation on the prospectus, an interim report was drafted and presented to the CEC's Transport and Environment Committee (TEC) on 28th February 2019. The committee noted the findings of the engagement and approved the next stages involved in developing the CMP.

Further workshops were undertaken involving 100 stakeholders and the Transport Forum (which continues to serve as the stakeholder advisory group for mobility policy development), to help identify policy measures that would support the CMP.

In order to sift the initial long list of policy measures, each was considered against a series of questions, including whether the objectives have been met, issues addressed (Traffic & Freight/Health & Wellbeing/Access & Equality/Built Environment) and delivery mechanisms/cost.

Following this initial sift, a set of draft objectives and preliminary list of policy measures were presented to the TEC on the 17th May 2019.

Further internal consultation with CEC delivery teams and other plan teams, including ECCT and City Plan was undertaken, to ensure alignment with current and future plans.

Public transport appraisals have also been undertaken by consultants to identify technical and cost issues, and develop business cases and where appropriate, add a spatial layer to policy measures, for example, identify where public transport corridors require developing or expanding.

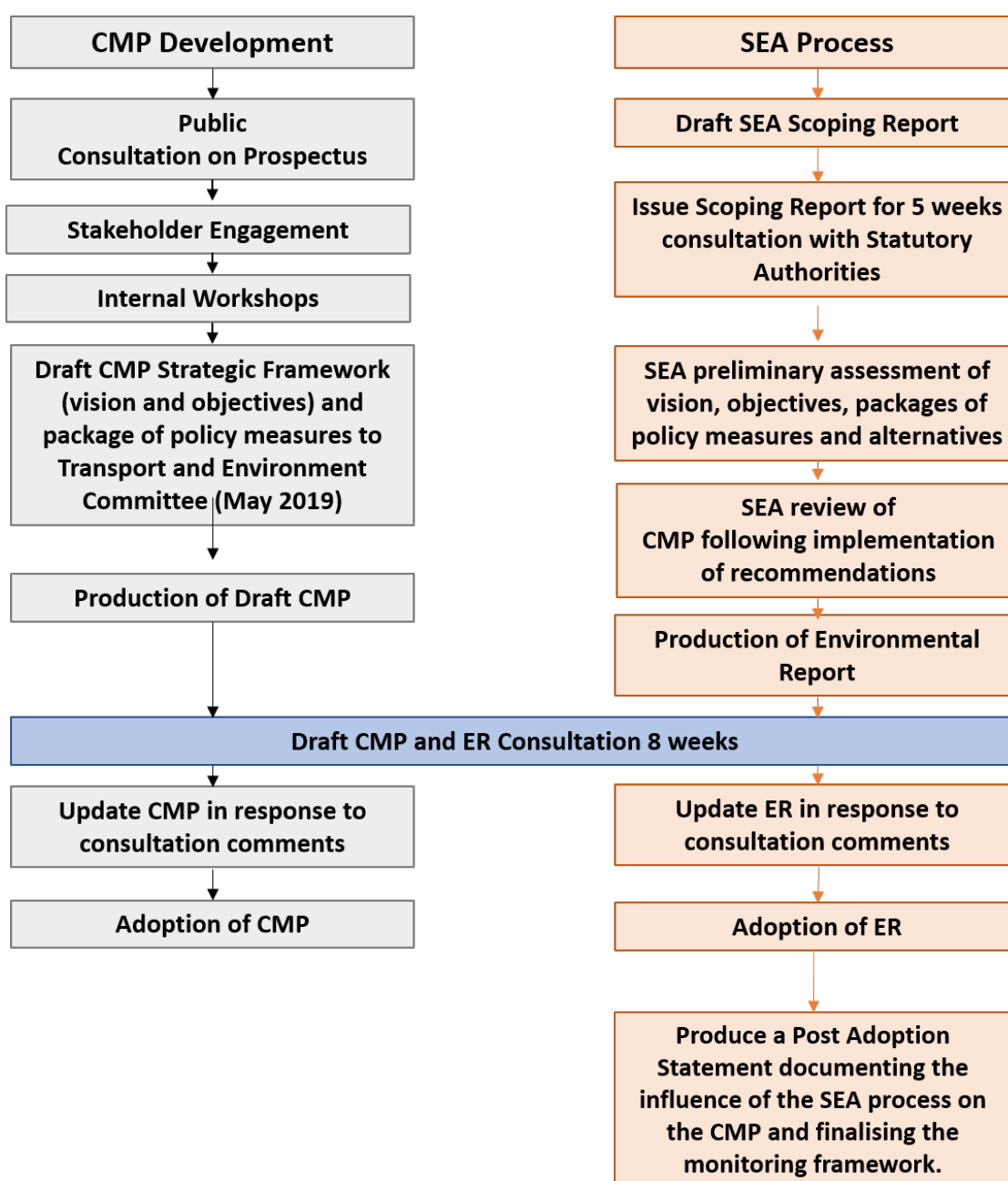
2. SEA Process

2.1 Introduction

The SEA process, as described in paragraph 1.4.3, has been aligned with the CMP development to ensure the SEA has had influence at each stage of the strategy development and, along with the Integrated Impact Assessment (IIA) process, has informed the refinement and revision of the proposed plan.

Focussed assessments were undertaken by SEA specialists and the CMP development team, who worked together to understand both the intention and ambition of the draft policy. This includes examining the options available and making recommendations to strengthen the likely environmental gain or improve the sustainability benefits associated with the CMP policy. Figure 2.1 below sets out the SEA approach alongside the CMP development.

Figure 2.1: The SEA and CMP approach



The SEA adopted a matrix-based approach, assessing:

- The compatibility of the CMP Objectives against SEA Objectives. In line with SEA recommendations, the CMP objectives were refined to ensure the best environmental and wider sustainability outcomes.
- The packages of policy measures and alternative policies within each package against the SEA objectives and SEA assessment criteria to determine mitigation and enhancement recommendations and to assess the likely in-combination, secondary and synergistic effects of implementing these policies.
- The packages of policy measures focusing on the key changes, identifying where mitigation measures and recommendations had been adopted and considering the in-combination, secondary and synergistic effects of implementing these policies.
- Individual policy measures where it was identified there was further detail or spatial information identifying where mitigation measures and recommendations had been adopted and considering the in-combination, secondary and synergistic effects of implementing these policies.

Following each stage of assessment, any negative impacts or positive opportunities that were identified were discussed with the project team to determine effective mitigation and enhancement recommendations.

The key recommendations have included refinements to the objectives, alternative policies and policy wording, caveats and monitoring controls based on the environmental criteria that consider and respond to both direct impacts and indirect, secondary and cumulative impacts.

2.2 Scoping of SEA Topics

The baseline and policy review were carried out to determine the SEA topics which should be scoped into the assessment and would be anticipated to have a positive and/or negative impact, as well as topics where a significant cumulative impact is anticipated. Schedule 3 of the 2005 Act requires the CMP to be assessed against the following environmental issues:

- Air and climatic factors
- Land and soil
- Water
- Landscape and townscape
- Biodiversity, flora and fauna
- Material assets
- Population and human health
- Cultural heritage

In accordance with the requirements of the 2005 Act, CEC has considered if the environmental effects (positive or negative) of the City Mobility Plan on each SEA topic are likely to be significant. The initial scoping exercise was based on preliminary information about the likely scope of policy and projects within the CMP production, the known environmental baseline of the area and the likely environmental issues.

It was determined that the CMP has the potential to significantly impact all of the environmental issues. Accordingly, all of the issues were scoped into the SEA and provide the framework for the SEA objectives and the criteria and questions which have been used in the assessment process.

A Scoping Workshop was held with Scottish Natural Heritage, Scottish Environmental Protection Agency and Historic Environment Scotland in January 2019 to discuss and inform the scope and methodology.

2.3 Response to consultation comments

Statutory requirements of the SEA include the requirement to provide consultation authorities with a detailed explanation of the plan in order to fully understand the likely environmental effects. Consultation authorities were asked to provide a view on the CMP Scoping Report produced in February 2019. A summary of the key comments from the statutory consultation authorities and the response to how this has been captured in the SEA is provided in Appendix C.

2.4 Habitats Regulations Appraisal

Article 6(3) of the EC Habitats Directive requires that any plan which is not directly connected with or necessary to the management of a European site (otherwise known as 'Natura 2000' sites), but may be likely to have a significant effect on such a site, either individually or in combination with other plans or projects, shall be subject to an 'appropriate assessment' of its implications for the European site in view of the site's conservation objectives. This procedure is applied in Scotland through The Conservation (Natural Habitats, &c.) Regulations 1994 (as amended), and is known as the 'Habitats Regulations Appraisal' (HRA) of plans.

Natura 2000 sites include Special Areas of Conservation (SACs) designated under the Habitats Directive (92/43/EEC) and Special Protection Areas (SPAs) designated under the Birds Directive (2009/147/EEC). In addition, Candidate and Possible SACs, Potential SPAs and Ramsar wetlands should also be included in appraisals. Natura 2000 sites are designated due to the presence of specific habitats and species of internationally important biodiversity value, otherwise known as 'qualifying interest features.'

Each stage in the development of the CMP has been reviewed to determine any potential indirect or direct impacts on Natura 2000 sites. For example, each draft of the CMP objectives and policies have been checked to determine any potential impacts on Natura 2000 sites in the Edinburgh area – primarily the Firth of Forth SPA and the Imperial Dock SPA. To date, the objectives and policies have been strategic in nature, with few specific spatial implications. As a result, no potential impacts on the Natura 2000 sites have been identified. However, any further iterations of the CMP, including any further spatial detail or indicative maps of transport interventions, will continue to be reviewed, to determine if a HRA screening assessment is required. This requirement would be discussed with Scottish Natural Heritage, the sole Consultation Authority for HRAs in Scotland. Any HRA reports would be produced independently of the SEA.

3. Policy and Environmental Context

3.1 Introduction

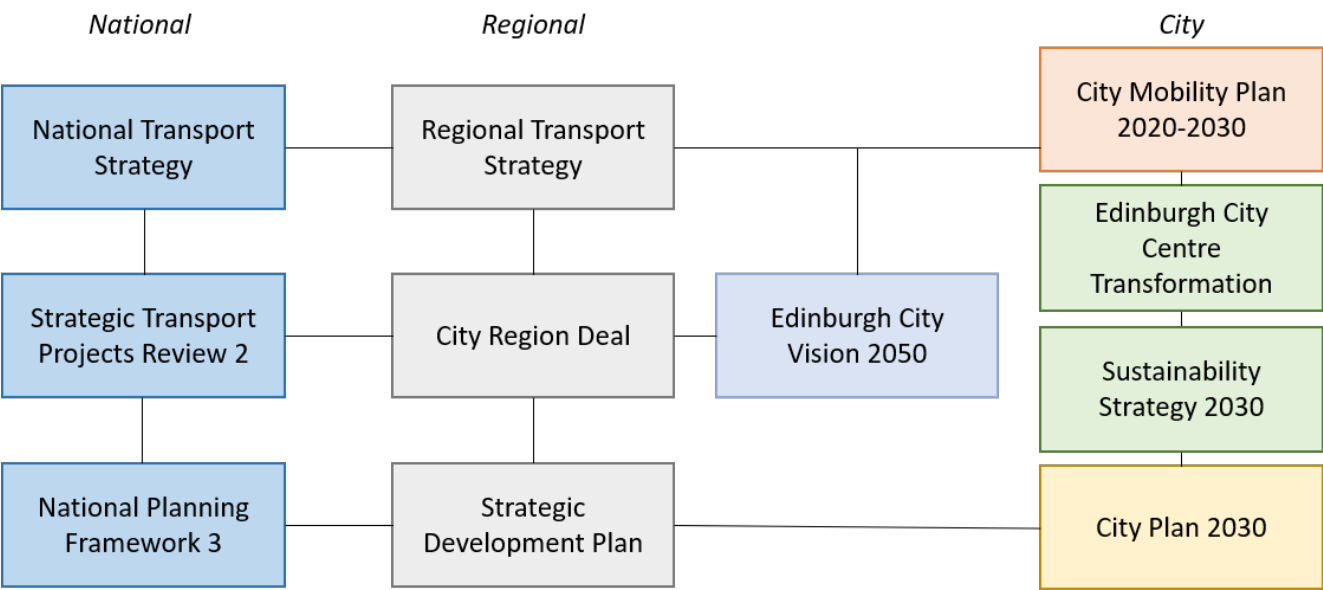
This section summarises relevant baseline environmental characteristics, environmental issues and considers the evolution of the baseline in the absence of the CMP. It also notes the relationship between the CMP and other relevant PPS. This has served as an important base upon which to build the SEA Framework.

This section presents a review of the environmental aspects, context and baseline scenario within which the CMP has been developed. Information on air quality, climatic factors, land, soil, water, landscape, biodiversity, material assets, population, human health and cultural heritage have been included in establishing the environmental baseline.

3.2 Relationship with other Plans Programmes or Strategies

The CMP plays a pivotal role in linking national, regional and city policy context through to guiding delivery plans and resourcing across the city which is illustrated in Figure 3.1.

Figure 3.1: Diagram showing how the City Mobility Plan links to national, regional and local strategies



A comprehensive policy review has been undertaken and is included in Appendix B to this report. An understanding of the relevance of other legislation, policy and plans to the CMP is an essential step in the SEA process.

A summary of the key environmental objectives identified through the review is presented in Table 3-1.

Table 3-1: Key Environmental Requirements/Objectives

SEA Topic	Key Environmental Requirements/Objectives
Air quality and climatic factors	<ul style="list-style-type: none"> ▪ The need to minimise harmful emissions (CO₂, NO_x and Particulate Matter) to the air. ▪ Improve air quality particularly within the six Air Quality Management Areas (AQMAs) within Edinburgh. ▪ Support target for Edinburgh to be carbon neutral by 2030 ▪ Reduce the impact from transport on climate change and air quality by reducing the need to travel, providing attractive and viable alternatives to private vehicles. ▪ Promote active travel options (including walking, cycling and public transport). ▪ Improve the resilience of Edinburgh's transport infrastructure to climate change.
Land and soil	<ul style="list-style-type: none"> ▪ Reduce the requirement for construction of large-scale transport infrastructure to reduce the impact on soil. ▪ Protect high quality soil by encouraging the use of vacant or derelict land.
Water	<ul style="list-style-type: none"> ▪ Reduce the requirement for construction of large-scale transport infrastructure which could have a direct effect on water quality. ▪ Reduce run-off from roads and transport infrastructure to improve water quality.
Landscape	<ul style="list-style-type: none"> ▪ Ensure the unique qualities of Edinburgh's landscape are safeguarded from construction of new transport infrastructure. ▪ Ensure access to important designated and non-designated sites.
Biodiversity, flora and fauna	<ul style="list-style-type: none"> ▪ Conserve habitats and reduce the disturbance to local wildlife from noise and artificial light. ▪ Protect biodiversity by reducing the requirement for large-scale transport facilities. ▪ Create a natural environment resilient to the threats of climate change, invasive species, habitat fragmentation, pests and diseases.
Material assets	<ul style="list-style-type: none"> ▪ Improve congested roads, poor maintenance of roads, limited cycle and bus lane network and poorly maintained transport facilities in some areas.
Population and human health	<ul style="list-style-type: none"> ▪ Protect health and well-being of Edinburgh's population. ▪ Promote active travel to reduce obesity and other conditions arising from inactivity. ▪ Create a public transport system that is fit-for-purpose and accessible to all of Edinburgh's population. ▪ Promote access to quality open space.
Cultural heritage and historic environment	<ul style="list-style-type: none"> ▪ Protect and enhance Edinburgh's cultural heritage assets and their settings. ▪ Protect buildings from deterioration caused by air pollution.

3.3 Relevant Environmental Aspects, Issues and Problems

A baseline information gathering exercise was carried out in order to summarise the key environmental characteristics against the SEA topics. The full baseline report is provided in Appendix A of this document.

Following consideration of the key environmental issues in Edinburgh, and the relevant PPS, the outcomes of the CMP can be identified. Table 3-2 lists the environmental problems identified by SEA topic and the implications for the CMP and this SEA.

Table 3-2: Relevant SEA Environmental Issues and Implications for CMP

SEA Topic	Baseline Key Characteristics	Environmental Issues and Problems	Implications for CMP
Air Quality and Climatic Factors	<p>Edinburgh has six AQMAs, five AQMAs are in locations where annual mean limits for NO₂ are regularly exceeded. There is one AQMA, at Salamander Street, where annual mean limits for PM₁₀ are regularly exceeded.</p> <ul style="list-style-type: none"> Summary of climate impact projections for 2050: <ul style="list-style-type: none"> sea levels to rise by 0.24m; flooding to increase to 1:200 severity; increased potential for drought as water availability decreases by 20%; storms and high winds to increase to 1:50 severity; increase in the chance of heatwaves to 1 in 10; and reduction in extreme cold spells, with an increase in tourist season days. 	<p>Transport is a significant contributor to carbon dioxide emissions in Edinburgh. Motorised transport results in poor air quality in parts of Edinburgh, as nitrogen dioxide and PM originate principally from road traffic.</p> <p>Edinburgh's transport infrastructure needs to be resilient against adverse climate impacts, and also consider potential positive impacts, such as a longer summer season.</p>	<p>The CMP must aim to reduce the impact of transport on climate change and air quality through reducing the need to travel, providing attractive and viable alternatives to the car (including walking, cycling and public transport) and promoting cleaner fuels and technologies.</p> <p>The CMP would need to accommodate a longer summer season, which could see more tourists visiting the city for longer periods.</p>
Land and Soil	<p>The majority of farmland in the area is classified as prime agricultural land, with the majority also within the Edinburgh Green Belt.</p> <p>Edinburgh has a relatively low incidence of vacant and derelict land compared with other central belt authorities. High land values and pressures for development means that land tends to be re-used quickly.</p>	<p>Depending on where it is located, transport infrastructure can have a detrimental impact on soil.</p>	<p>The CMP should reduce the requirement for the construction of large-scale transport infrastructure, thus reducing transport's impact on soil quantity and quality.</p> <p>Although the Plan will reduce the need for large scale infrastructure, some measures may have an impact (e.g. construction of new park and rides, mobility hubs, new walking and cycling routes).</p>
Water	<p>Edinburgh is drained by a number of relatively short rivers which generally flow from south west to north east, rising in and around the Pentland Hills and</p>	<p>Run-off from roads and new transport infrastructure can negatively affect water or hydrological regimes. Regular flood</p>	<p>The CMP should improve water quality, primarily through reducing the requirement</p>

SEA Topic	Baseline Key Characteristics	Environmental Issues and Problems	Implications for CMP
	<p>discharging into the Firth of Forth. Principal among these is the Water of Leith, which flows through the heart of the city.</p> <p>The Water of Leith regularly floods following heavy rain, most recently in June 2019. There are approximately 3,300 residential properties and 480 non-residential properties at risk of flooding in the Water of Leith catchment area. Edinburgh currently has 3 Integrated Pollution Prevention and Control (IPPC) installations across the city, all located within the Water of Leith catchment.</p> <p>Edinburgh's water requirements are now supplied via a network of reservoirs in the Tweedsmuir, Moorfoot and Pentland Hills, some acting as main supply reservoirs and others as a holding or compensation reservoir. This infrastructure was the subject of a recent major investment programme.</p>	<p>events can increase the amount of run-off from roads and exacerbate the problem.</p>	<p>for the construction of large-scale transport facilities.</p> <p>Drainage improvements to the existing transport network should also be considered, for example, installation of filter drains.</p> <p>The CMP should also consider the susceptibility of the transport network to flooding, particularly around vulnerable areas prone to regular flood events.</p>
Landscape	<p>Edinburgh has numerous outstanding features within close proximity to the City Centre: Holyrood Park including Arthur's seat and Salisbury Crags, the Braid Hills and Blackford Hill, Corstorphine Hill and the Pentland Hills. These fall within the Green Belt and are also designated as Special Landscape Areas.</p>	<p>Potential reduction in visual amenity through the construction and operation of new transport infrastructure. Potential loss of access to important sites.</p>	<p>The CMP should protect the landscape from the development of unsightly transport infrastructure and look to maintain access to important sites.</p>
Biodiversity, Flora and Fauna	<p>Edinburgh has three Special Protection Areas (SPA) and one proposed Special Protection Area (Outer Firth of Forth and St Andrews Bay Complex pSPA). The SPAs comprise Imperial Dock Lock SPA, the Firth of Forth SPA and Forth Islands SPA.</p> <p>Edinburgh also has 7 Sites of Special Scientific Interest (SSSI) covering a total area of 1,239 hectares, 8 local</p>	<p>Land take as a result of transport infrastructure can lead to loss, disturbance and fragmentation of habitats. The presence of people and vehicles associated with transport can create disturbances for local wildlife, including disturbance resulting from noise and artificial light.</p>	<p>The CMP should protect biodiversity, primarily through reducing the requirement for the construction of large-scale transport facilities.</p>

SEA Topic	Baseline Key Characteristics	Environmental Issues and Problems	Implications for CMP
	nature reserves and 109 non-statutory designated sites.		
Material assets	<p>Edinburgh is well served by public transport, with an extensive bus and rail network and developing tram and park and ride network. The Edinburgh Tram project is the largest infrastructure proposal to improve the city's overall transport networks and to date connects the Airport to the city centre.</p> <p>Many people travel to work by car causing traffic congestion and significant pressure on parking spaces.</p>	There are currently a number of deficiencies in Edinburgh's transport network, resulting in a transport system operating below its capabilities. These include congested roads, roads in need of maintenance, a limited cycle network, a limited bus lane network and poorly maintained public transport facilities in some locations.	The CMP must contribute to the development of a 21st Century transport system, improving opportunities for travel by sustainable modes of transport and reducing reliance on the private car.
Human Health	<p>Noise can be a serious problem to people living in urban areas. The Council have identified 18 noise Management Areas and 10 Quiet areas.</p> <p>An emerging public health priority in Edinburgh as well as many cities in the UK and across the world, is dealing with poor air quality. These can have significant impacts on health, child development and environmental quality. The council's Air Quality Action Plan and Active Travel Action Plan both aim to bring health benefits to Edinburgh, through implementing controlled parking zones to improve air quality and by encouraging model shift to more active travel.</p>	Transport has a number of negative impacts on human health, in terms of air quality, emissions and noise. A transport system that is not conducive to walking and cycling reduces opportunities for people to undertake physical activity and can lead to an increase in obesity and other conditions arising from inactivity.	The CMP should seek to improve human health by increasing opportunities for physical activity, especially walking and cycling, and through the development and promotion of clean, healthy and quiet modes of transport.
Population	The total resident population of Edinburgh is 507,170 and covers an area of 26,373 hectares (National Records of Scotland, 2018). The population of Edinburgh is projected to increase by 15% or 75,965 between 2016 and 2041.	Increasing numbers of people living and working in, and visiting the City, puts pressure on the existing transport network.	The CMP should benefit the population by reducing road congestion, improving opportunities for travelling by non-car modes of transport and contributing to the development of a fit-for-purpose public transport system.

SEA Topic	Baseline Key Characteristics	Environmental Issues and Problems	Implications for CMP
Cultural Heritage	<p>The key historic designation in Edinburgh is the New and Old Town World Heritage Site, which was inscribed by UNESCO in 1995.</p> <p>Edinburgh has the largest concentration of listed buildings in the UK outside London, with 4,830 listed items, comprising approximately 34,000 individual properties. There are 50 conservation areas, 56 Scheduled Ancient Monuments and 17 historic gardens and designed landscapes in Edinburgh.</p>	<p>New transport infrastructure could lead to the loss of or damage to known and previously undiscovered historical/heritage sites or features. Congestion in and around conservation areas can undermine the distinctive character of such areas. Street clutter, including inappropriate signage and materials can cause negative visual impacts. Air pollution can cause deterioration of buildings and monuments. Vibration from road traffic can damage sites.</p>	<p>The CMP should protect the historic environment from the impacts of transport (especially new transport facilities, congestion and parking demand) and seek opportunities for enhancement wherever possible.</p>

3.4 Environmental Baseline Evolution

In the absence of a new transport strategy, it is possible that some existing environmental problems would persist and even increase. In line with Schedule 3 of the 2005 Act, the environmental evolution without the PPS should be considered. Taking account of the environmental issues identified in Table 3.2, the evolution of the environmental baseline, particularly the environmental problems and trends identified, are presented in Table 3-3.

Table 3-3: Evolution of Environmental Baseline

SEA Topic	Baseline Evolution Without the CMP – ‘Do Nothing’ Scenario
Air quality and climatic factors	<p>If the CMP is not implemented, it is likely that demand for, and use of, motorised forms of transport will increase as the City develops, while opportunities to encourage transport mode shift to walking, cycling and public transport will be lost.</p> <p>Increased traffic will increase carbon dioxide emissions and energy consumption and air quality will continue to worsen, potentially leading to the implementation of more AQMAs in the City. CEC could fail in meeting its obligations under the Climate Change (Scotland) Act 2009, while continued breaches of European air quality limits could see fines being imposed on the UK government, which could eventually filter down to the City Council itself.</p> <p>If the CMP is not implemented, it is likely that the transport network would be less resilient and less able to accommodate future climate impacts (including increased severity and frequency of flooding, storms, temperature extremes, heatwaves and changes to the length of the summer and winter seasons).</p>
Land and soil	<p>If the CMP is not implemented and demand for motorised transport increases, it may be necessary to construct further large-scale transport facilities, such as new roads and bridges, to cope with demand.</p> <p>Construction and use of such facilities could lead to land contamination, soil erosion and soil sealing. Pressure for the development of new transport facilities could also lead to the loss of any prime agricultural land remaining in the City.</p>
Water	<p>If the CMP is not implemented and demand for motorised transport increases, it may be necessary to construct further large-scale transport facilities, such as new roads and bridges, to cope with transport demand, which could contribute to the pollution of nearby watercourses, primarily through runoff.</p>
Landscape	<p>If the CMP is not implemented, it is likely that demand for motorised travel will increase and this will necessitate the construction of new transport infrastructure, such as roads and bridges, throughout the City. This could have a significant adverse impact on the landscape character of Edinburgh.</p>
Biodiversity, flora and fauna	<p>If the CMP is not implemented and demand for motorised travel increases, there will likely be a requirement for new and significant transport infrastructure to cope with this demand. Construction of such infrastructure could put pressure on biodiversity, including the loss and fragmentation of habitats, while increases in traffic, vehicle emissions and noise could disturb sensitive species.</p>

SEA Topic	Baseline Evolution Without the CMP – ‘Do Nothing’ Scenario
Material assets	<p>If the CMP is not implemented, it is likely that a range of sustainable transport facilities (including walking and cycling routes, cycle parking, public transport hubs) would not be delivered. This in turn could continue the high reliance on cars and demand for cars and could jeopardise Edinburgh’s vision of a 21st century transport system that meets the needs of all those living in, working in and visiting the City.</p>
Population and human health	<p>If the CMP is not implemented and the population of the City continues to increase, demand for transport will outstrip supply, leading to overcrowding of transport facilities. If improvements are not made to the walking, cycling and public transport environments, it is likely that most of the demand for transport will be for road transport, leading to increased congestion and pollution.</p> <p>If the CMP is not implemented and a significant switch to healthy and active modes of transport, such as walking and cycling, is not achieved, various health issues, such as obesity, inactivity and poor air quality, will continue to affect the population, causing increases in ill-health and potentially a reduction in life expectancy.</p> <p>Developmental pressures for new transport infrastructure to cope with the increased demand for road traffic could lead to the loss of open space areas, reducing opportunities for physical activity. Busier roads could increase the risk to pedestrians at certain times of the year if the CMP is not implemented. Without the CMP, these health and safety risks could have the potential to disproportionately impact vulnerable users such as children, elderly, and those with a disability.</p>
Cultural heritage and historic environment	<p>If the CMP is not implemented and demand for road transport and parking continues to increase, this may put development pressure on areas of historic and/or archaeological interest and undermine the character of conservation areas. Air pollution impacts on Edinburgh’s historic buildings may also increase.</p>

4. Assessment Approach

4.1 Introduction

The 2005 Act requires the Environmental Report to present the assessment and evaluation of the likely significant effects that CMP will have on the environment. It is important to recognise that the SEA focuses on strategic level issues and does not consider detailed measures for specific developments and construction projects within the study area. Such effects would be the focus of a project level Environmental Impact Assessment (EIA), where appropriate. Strategic mitigation has been identified throughout the assessment and this will form the basis of future, project level assessments that focus on interventions identified in the CMP.

4.2 SEA Objectives and Assessment Criteria

The SEA assessments used a set of SEA objectives and assessment questions identified in Table 4-1, that cover each of the environmental topics scoped into the assessment. The SEA objectives and assessment criteria presented have been developed from a comprehensive review of the baseline issues and policy requirements to align with the SEA objectives used with the forthcoming City Plan 2030 (LDP) SEA and recently adopted ECCT SEA to ensure a consistent approach and have been updated to reflect Consultation Authorities' feedback.

Table 4-1: Outlines the eight SEA objectives and the assessment criteria for each

CMP SEA Objectives	SEA Assessment Questions How will the policy...
1. Air quality and climatic factors: To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change.	<ul style="list-style-type: none"> contribute to reducing emissions and particulates of key pollutants to air from road transport? contribute towards a reduction NO_x and PM levels, in particular within AQMAs? assist in meeting air quality objectives within AQMAs? support measures outlined in the council's air quality action plan? support reductions in greenhouse gas emissions? support access to active and sustainable transport options? encourage the provision of low/zero carbon technologies? promote and facilitate modal shift to active and sustainable transport options?
2. Land and soil: Protect valuable land resources and minimise detrimental effects of land use change.	<ul style="list-style-type: none"> impact upon important geodiversity features? encroach on Greenbelt/valuable greenfield areas? protect prime agricultural land and carbon-rich peat soils?
3. Water: Prevent the deterioration and where possible, enhance the status of the water environment and reduce/manage flood risk in a sustainable way.	<ul style="list-style-type: none"> maintain and enhance the resilience of existing and planned transport infrastructure? protect water quality within the CMP region? contribute to reducing emissions and particulates of key pollutants to water from road transport? support network resilience to anticipated extreme weather events and climate change? promote the avoidance of flood risk?
4. Landscape: Protect and, where appropriate enhance the landscape and visual amenity and distinctiveness of the areas.	<ul style="list-style-type: none"> avoid impact on landscape/townscape character and/or visual amenity of sensitive receptors? help to maintain or enhance landscape/townscape character?

CMP SEA Objectives	SEA Assessment Questions How will the policy...
	<ul style="list-style-type: none"> improve sustainable access to open space and the countryside?
5. Biodiversity, flora and fauna: Protect and enhance the natural environment including the condition and management objectives of designated sites, protected species and green infrastructure including green and blue networks.	<ul style="list-style-type: none"> support delivery of wider CEC environmental objectives/obligations? avoid adverse effects on integrity of European Protected Sites and/or Species (for example Natura sites)? avoid or minimise impact on any other designated or priority sites or species?
6. Material assets: Improve and enhance the existing transport network.	<ul style="list-style-type: none"> support or lead to reduced congestion? support or lead to enhanced maintenance activity?
7. Population and human health: Improve accessibility, health and quality of life for Edinburgh's population and for all city users.	<ul style="list-style-type: none"> increase provision of walking and cycling facilities and reduce severance or other detriment to existing walking and cycling routes? improve links between CEC Core Path Networks? improve social inclusion and accessibility to healthcare services? improve safe and sustainable access to new and/or existing education facilities? improve safe and sustainable access to new and/or existing employment sites and/or existing residential areas? result in any adverse impacts to sensitive receptors and/or residential areas? result in significant noise increases above those currently experienced, in particular within designated Noise Management Areas? result in significant air pollution above concentrations currently experienced, in particular within designated AQMA's?
8. Cultural heritage & historic environment: Protect and, where appropriate, enhance the historic environment. Protect and, where appropriate, enhance use of, and access to, the cultural and historic environment for all.	<ul style="list-style-type: none"> impact on designated and non-designated historic sites, places and spaces? improve accessibility to all townscape including historic sites, places and spaces? improve access to and understanding of the historic environment? respect/respond to the historic urban spatial structure / plan of the city?

4.3 SEA Scoring System

All stages of the SEA process have followed a matrix-based approach, using a qualitative scoring system to identify likely significant effects on the SEA objectives. The scoring system used for the assessment of effects is described in Table 4-2. This approach has several advantages including the systematic recording of potential effects and their significance together with any assumptions, uncertainties and suggested mitigation or enhancement measures.

Table 4-2: SEA Scoring System for Likely Significant Effects

Score	Descriptions	Symbol
Significant Positive Effect	The proposed option/policy contributes significantly to the achievement of the SEA objective.	++
Minor Positive Effect	The proposed option/policy contributes to the achievement of the SEA objective but not significantly.	+
Neutral Effect	The proposed option/policy is related to but does not have any effect on the achievement of the SEA objective	0
Minor Negative Effect	The proposed option/policy detracts from the achievement of the SEA objective but not significantly.	-
Significant Negative Effect	The proposed option/policy detracts significantly from the achievement of the objective. Mitigation is therefore required.	--
Uncertain Effect	The proposed option/policy has an uncertain relationship to the SEA objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.	?
No or negligible relationship	There is no clear relationship between the proposed option/policy and the achievement of the SEA objective or the relationship is negligible.	~

4.4 CMP elements subject to SEA

In line with the Scottish Governments *Strategic Environmental Assessment Guidance 2013* the assessment has been focused on the key elements within the CMP which are likely to have significant environmental effect to ensure a proportionate approach to assessment.

Table 4-3: CMP elements subject to SEA Assessment

CMP Elements	Subject to SEA assessment	Comment
Vision	Yes	The vision presented to the CECs' TEC was assessed to ensure it supported a positive environmental outcome. <i>(The three stage vision presented in the draft CMP was considered to be the desired outcome of delivering against the CMP objectives and would not have a significant effect on the environment.)</i>
Objectives	Yes	It was determined that the objectives could be refined to ensure a better environmental outcome which would then filter down to the development of the policy measures. This assessment also informed

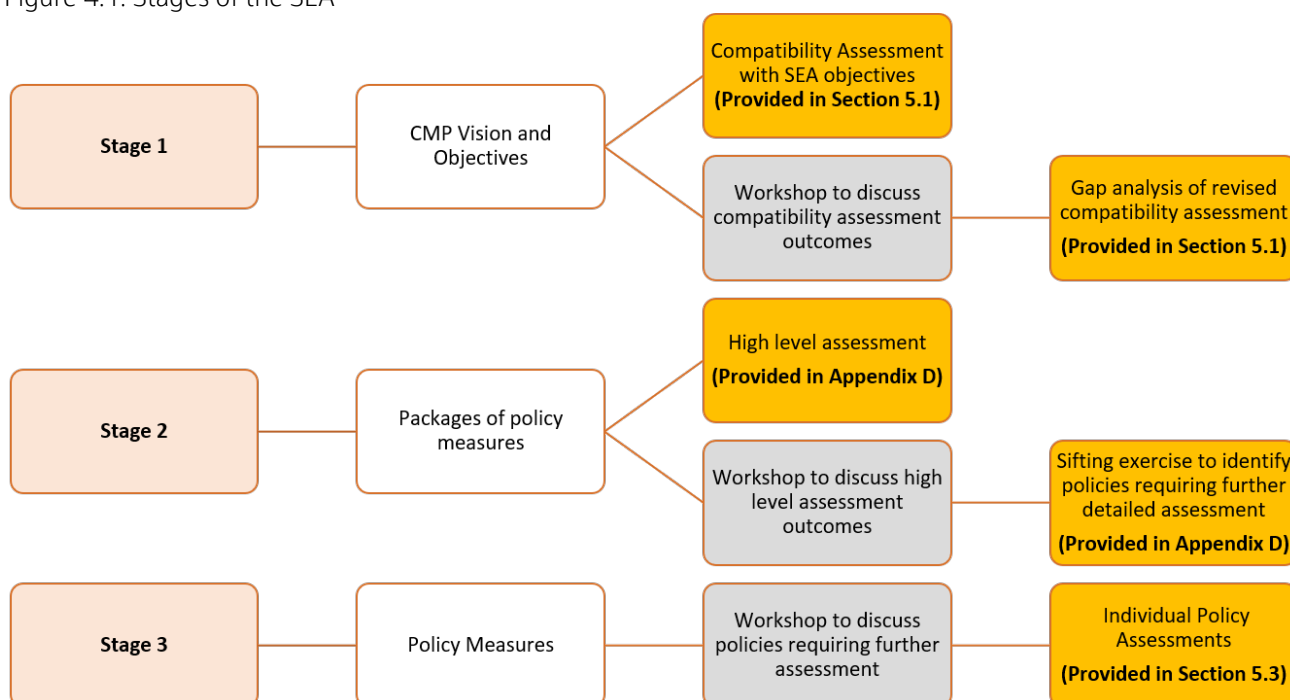
		the development of indicators and have been presented in the monitoring framework.
Policy Measures	Yes	It was determined that the policies could have the potential for significant effects on the environment.
Spatial Strategy (as presented in Appendix 3)	No	It was considered that the spatial strategy was of such a high level that it could not be determined at this stage in the assessment process of the potential for additional significant effects than those already captured in the policy measures assessment. This approach will be reviewed if further detail emerges following the consultation exercise and any changes to the assessment will be captured in the final Environmental Report.

The overall approach to the SEA has been refined to take account of Scoping consultation responses, as detailed in Appendix C.

4.5 SEA Assessment Stages

The SEA was undertaken in three stages to inform the development of the proposed CMP. The three stages of the SEA are outlined in Figure 4.1.

Figure 4.1: Stages of the SEA



4.6 Approach to Reasonable Alternatives

The evolution of the baseline scenario was not considered to constitute a reasonable alternative and instead consideration was given at each stage of the CMP development to identify and assess any reasonable alternatives to the key components of the draft CMP. As shown in Figure 4.1, the SEA considered alternatives and made recommendations at the key CMP stages - objective setting, developing packages of measures and individual policy measures. SEA recommendations and the findings of the assessment directly fed into the development of the final list of policy measures presented in the draft CMP.

5. Assessment Findings

This section provides a summary of the results of the three stages of assessment as shown in Figure 4.1.

5.1 Stage 1: SEA of Proposed Vision and CMP Objectives

This section outlines the findings of Stage 1 of the SEA process. A compatibility assessment was undertaken to consider the likely significant environmental effects arising from the proposed CMP vision and objectives.

5.1.1 Approach

The assessment has considered the proposed vision and objectives received from the council, and, following the SEA process, a gap analysis was undertaken on the revised vision and objectives to identify if there were any significant changes.

5.1.2 Initially the CMP objectives were based around the following vision:

'Edinburgh will have a cleaner, safer, inclusive and accessible transport system delivering a healthier, thriving and fairer capital city and a high quality of life for Edinburgh residents.'

To support the implementation of this vision, the CMP identified four strategic objectives:

- Improved built and natural environment;
- Improved health, wellbeing and safety;
- Improved equality and social inclusion; and
- Responsible and sustainable economic growth.

Each strategic objective had several operational objectives. A high-level compatibility assessment was used to determine whether the CMP objectives were compatible with the SEA objectives and assessment criteria, Table 4-1), the compatibility assessment is presented in Table 5-1. The key used for the compatibility assessment is provided below:

Key	
Compatible	+
Not compatible	-
No or negligible relationship	0
Uncertainty over compatibility	?

Table 5-1: Compatibility Assessment of the CMP Vision and Objectives against the SEA Objectives

CMP Objectives	SEA Objectives								Summary
	Air and climatic factors	Land and Soil	Water	Landscape	Biodiversity	Material assets	Population and human health	Cultural heritage	
Vision	+	0	0	0	0	+	+	0	The CMP vision is compatible with the air quality, material assets and population and human health objectives. There is no direct relationship identified with the other SEA objectives. However, it is assumed that the vision could indirectly benefit the other five SEA topics.
Protect and enhance our environment, and respond to climate change									
1. Reduce carbon emissions associated with road transport	+	0	0	0	+	+	+	0	The CMP objective is compatible with the air quality, biodiversity, material assets and population and human health objectives. No direct relationships with the other SEA objectives have been identified.
2. Improve the resilience of our transport system to better cope with a changing climate	+	0	?	0	?	+	+	0	The CMP objective is compatible with the air quality, material assets and population and human health objectives. There is the potential for positive indirect effects on the water and biodiversity objectives. No direct relationships with the other SEA objectives have been identified.
3. Reduce the impact of noise associated with transport	0	0	0	0	?	0	+	0	<p>The CMP objective is compatible with the population and human health objective. There is the potential for positive indirect effects on the biodiversity objective. No direct relationships with the other SEA objectives have been identified.</p> <p>Recommendation - The objective could include the impact from vibration as well as noise.</p>

CMP Objectives	SEA Objectives								Summary
	Air and climatic factors	Land and Soil	Water	Landscape	Biodiversity	Material assets	Population and human health	Cultural heritage	
Improve health and well-being									
4. Reduce local pollutant emissions from road transport which impact upon our health	+	0	0	0	+	0	+	0	The CMP objective is compatible with the air quality, biodiversity and population and human health objectives. No direct relationships with the other SEA objectives have been identified.
5. Increase the proportion of trips people make by foot, bike, and public transport	+	0	0	+	0	+	+	0	<p>The CMP objective is compatible with the air quality, landscape, material assets and population and human health objectives. No direct relationships with the other SEA objectives have been identified.</p> <p>Recommendation - refer to 'sustainable modal shift' instead of naming a few active travel options and public transport. Suggest 'Encourage a modal shift to more sustainable travel options, including active travel'.</p>
6. Make our communities great places for people	0	0	0	+	0	?	+	?	The CMP objective is compatible with the landscape and population and human health objectives. There is the potential for positive indirect effects on material assets and access to cultural heritage sites. No direct relationships with the other SEA objectives have been identified.
7. Create safer streets for all	0	0	0	0	0	+	+	0	This CMP objective is compatible with the material assets and population and human health objectives. No direct relationships with the other SEA objectives have been identified.
8. Reduce vehicular dominance	+	0	0	0	0	+	+	0	This CMP objective is compatible with the air quality, material assets and population and human health

CMP Objectives	SEA Objectives								Summary
	Air and climatic factors	Land and Soil	Water	Landscape	Biodiversity	Material assets	Population and human health	Cultural heritage	
									<p>objectives. No direct relationships with the other SEA objectives have been identified.</p> <p>Recommendation - refer to 'private vehicles' in particular, as vehicle dominance could also imply public transport.</p>
Improve equality and social inclusion									
9. Increase the proportion of people who are well served by public transport	+	0	0	0	0	+	+	0	The CMP objective is compatible with the air quality, material assets and the population and human health objectives. No direct relationships with the other SEA objectives have been identified.
10. Improve travel choices for all regardless of age, disability, ethnicity, gender or income	0	0	0	0	0	0	+	0	The CMP objective is compatible with the population and human health objective. No direct relationships with the other SEA objectives have been identified.
11. Improve the quality of our streets, footways and cycle routes to enable access for people of all abilities	?	0	0	0	0	+	+	0	<p>The CMP objective is compatible with the material assets and population and human health objective. It is assumed that, by improving street quality and thereby encouraging more active travel, there could potentially be a positive effect on air quality. No direct relationships with the other SEA objectives have been identified.</p> <p>Recommendation - this objective is similar to Objectives 7 and 15 - potentially combine into one.</p>
Support inclusive and sustainable economic growth									
12. Improve public transport and active travel connectivity	+	0	0	0	0	+	+	0	The CMP objective is compatible with the air quality, material assets and population and human health

CMP Objectives	SEA Objectives								Summary
	Air and climatic factors	Land and Soil	Water	Landscape	Biodiversity	Material assets	Population and human health	Cultural heritage	
across our growing city, and city region.									objectives. No direct relationships with the other SEA objectives have been identified.
13. Improve rail and bus/coach connectivity across the UK, and air connectivity to international destinations	+	0	0	0	0	+	+	0	The CMP objective is compatible with the air quality, material assets and population and human health objectives. No direct relationships with the other SEA objectives have been identified.
14. Maintain and improve the economic vitality and viability of the city centre	?	?	?	?	?	?	?	?	It is unclear how this will influence the SEA objectives at this stage. However, there is the potential for positive and negative indirect effects on the other SEA objectives.
15. Prioritise the use of space to maximise people movement	0	0	0	0	0	0	+	0	While the CMP objective is compatible with the population and human health objective. No direct relationships with the other SEA objectives have been identified.
16. Better manage the movement and delivery of goods to reduce impacts	?	?	?	?	?	?	?	?	It is unclear how this will influence the SEA objectives at this stage. However, there is the potential for positive and negative indirect effects on the other SEA objectives.

The vision and objectives were hereafter updated based on previous LTS objectives, consultation comments, internal team discussions and recommendations following the SEA process (these recommendations are outlined in Table 5-1). A gap analysis between the proposed and revised vision and objectives were undertaken to identify any significant changes.

5.1.3 Findings

The revised objectives reduced the four strategic objectives to three, following the themes: Places, People and Movement. These are similar to the key principles identified in the ECCT (CEC Transport and Environment Committee, 2019). The SEA recommendation of combining some objectives that appeared similar has been met, with the total number of objectives reduced from 15 to 7. This has led to the objectives becoming more focused. The vision now places a greater focus on reducing carbon emissions by encouraging the movement towards more sustainable travel modes. The objectives draw more focus on improving travel choices for those with impaired mobility to progress equality and inclusion within Edinburgh.

The changes to the vision and objectives were not considered to be significantly different and therefore did not require a re-assessment. Overall, the CMP objectives are compatible with the majority of the SEA objectives, with the exception of SEA objectives 2 (land and soil), 3 (water) and 8 (cultural heritage and historic environment).

The revised vision and objectives were included in Appendix 3 of the draft City Mobility Plan Committee Paper presented to CEC Transport and Environment Committee, January 2020. They are:

'Edinburgh will be connected by a safer and more inclusive carbon neutral transport system delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents'

People objectives to improve health, wellbeing, equality, and inclusion:

- Improve travel choices for all travelling into, out of and across the city.
- Improve the safety for all travelling within the city.
- Increase the proportion of trips people make by healthy and sustainable travel modes.

Place objectives to protect and enhance our environment and respond to climate change:

- Reduce emissions from road transport.
- Reduce the need to travel and distances travelled.
- Reduce vehicular dominance and improve the quality of our streets.

Movement objectives to support inclusive and sustainable economic growth:

- Maximise the efficiency of our streets to better move people and goods.

5.2 Stage 2: SEA of Packages

This section presents key findings of Stage 2 of the SEA Process. A high-level assessment was undertaken to consider the likely environmental effects arising from the five packages of policy measures within the CMP.

5.2.1 Approach and Findings

Five packages of policy measures were initially included in the high-level assessment. These are:

- Demand management
- Land use planning
- Public transport
- Walking and cycling

- Optimising our streets

These were presented to the CEC Transport and Environment Committee, May 2019. As with the CMP objectives, the packages of policy measures were revised following recommendations from the SEA process, consultation and a review of the previous LTS measures. Subsequently, a second review was carried out to identify if there were any significant changes to the packages that would have implications for the SEA objectives. The main change was that the packages of Optimising Our Streets and Walking and Cycling were combined into the People Friendly Streets package. The high-level assessment and outcome of the sifting exercise are detailed in Appendix D. If more detailed spatial information was presented within the plan the related policy measures were taken forward for a more detailed assessment (see Section 5.3).

The high-level assessment summary tables below present a summary of the findings focusing on those topics that were expected to experience a positive or negative effect from the package of measures. Effects that were considered neutral or uncertain are not included in these table and are detailed in Appendix D.

Table 5-2: Summary of the high-level SEA matrix for the Enhancing Public Transport package

Enhancing Public Transport	
Summary against SEA Objectives	Recommendations and Mitigation
<p>The introduction of enhanced public transport measures is expected to have a minor positive effect on air quality and landscape. Significant positive effects are expected on material assets and population and human health. The package is not expected to affect the land and soil, water, biodiversity and cultural heritage objectives.</p>	<ul style="list-style-type: none"> There may be an opportunity to improve social inclusion through orbital bus routes. This should be included as a consideration in planning these routes - for example, planning to improve public transport uptake by people with impaired mobility or disadvantaged communities (refer to Indices of Multiple Deprivation). Any new infrastructure associated with this package may be subject to Environmental Impact Assessment, depending on its size and location. Explore opportunities to incorporate renewable energy into any new public transport infrastructure or use renewable fuels in public transport. Package could refer to improving storage for bicycles on trams, trains and buses. Package could refer to emerging technologies relevant to the vehicles (alternative fuels), ticketing and live departure times. Consider referring to the quality of public transport, to make it a more attractive option. Consider referring to any aspirations for private/public ownership proportions, and also potential references to relevant subsidies or grants for public transport, for example, for alternative fuels. Remove reference to environmentally-friendly and consider 'low carbon' or 'low emission'. Expand on 'accessibility' to specifically refer to disabled access and vulnerable users. Consider referring to improving connections to the areas of deprivation shown on the recently circulated 'Development and Public Transport Access' map. Any new infrastructure should aim to improve sustainable drainage and pollutant filtration.
Overall this package is expected to have a minor positive but not significant effect on the SEA objectives.	

Table 5-3: Summary of the high-level SEA matrix for the People Friendly Streets package

People Friendly Streets	
Summary against SEA Objectives	Recommendations and Mitigation
<p>The introduction of various people friendly streets measures is expected to have a minor positive effect on water and material assets. Significant positive effects are expected on air quality, landscape and population and human health. The package is not expected to affect the land and soil, biodiversity and cultural heritage SEA objectives.</p>	<ul style="list-style-type: none"> Any new walking and cycling infrastructure should aim to improve sustainable drainage and pollutant filtration. Link package to any city-wide green infrastructure plans. Specifically refer to how walking and cycling network will link with public transport hubs/ routes. Consider making reference to multiple benefits of green infrastructure which can be used for walking and cycling but with other benefits, such as amenity, climate change adaptation etc. Consider referring to the bike hire scheme, as discussed in the Enhanced Public Transport package. Any new infrastructure associated with this package (for example, construction of city operation centres) may be subject to Environmental Impact Assessment, depending on their size and location. Recommendation to remove policy 29 from People Friendly Streets, as it is a duplication of policy 44 in Planning New Developments, where it is more relevant. Any new infrastructure should aim to improve sustainable drainage and pollutant filtration. The package should refer to how climate change adaptation will be improved with any new infrastructure – for example, resilience to flooding, extreme temperature, storminess. Explore opportunities to incorporate renewable energy and/or recycled and locally sourced materials into any new infrastructure. Link package to any city-wide green infrastructure plans – for example, Edinburgh Shoreline project, as well as public realm spaces/ projects, recreation and play areas etc.
Overall this package is expected to have a minor positive but not significant effect on the SEA objectives.	

Table 5-4: Summary of the high-level SEA matrix for Planning New Developments package

Planning New Developments	
Summary against SEA Objectives	Recommendations and Mitigation
The introduction of 'planning new development' measures is expected to have a minor positive effect on air quality, water, landscape and biodiversity. Significant positive effects are expected on land and soil, material assets and population and human health. There are uncertain effects of the package on cultural heritage.	<ul style="list-style-type: none"> ▪ There is a need to ensure sustainable transport infrastructure, including public transport hubs which should be in place when new developments are ready to be used (co-ordinated timing). ▪ Any new infrastructure should aim to improve sustainable drainage and pollutant filtration. ▪ Link package to any city-wide green infrastructure plans, as well as public realm spaces/projects, recreation and play areas. ▪ Cross-reference the most relevant spatial development plans, to ensure a co-ordinated approach to planning. ▪ The prioritisation of dense developments near to shops, services and transport connections should also consider the proximity of the Core Path Network and public and recreational spaces for leisure activities. ▪ The package should refer to how climate change adaptation will be planned for, particularly for any new infrastructure – for example, resilience to flooding, extreme temperature, storminess. ▪ This package could cross-reference land use planning in relation to helping implement the other packages – for example, land use planning for enhanced public transport and people friendly streets. ▪ This package could potentially refer to land use planning for new or emerging technologies, for example, electric vehicle charging infrastructure, mass transit, autonomous vehicles or prioritised parking/lanes for electric/hybrid vehicles. ▪ This package could refer to encouraging employers/businesses to introduce or extend flexible working patterns. ▪ This package could specifically refer to how transport planners and spatial planners will work together.
Overall this package is expected to have a minor positive but not significant effect on the SEA objectives.	

Table 5-5: Summary of the high-level SEA matrix for the Managing Demand package

Managing Demand	
Summary against SEA Objectives	Recommendations and Mitigation
The introduction of various 'managing demand' measures is expected to have minor positive effects on air quality and material assets. Significant positive effects are expected on landscape and population and human health. The package is not expected to affect the land and soil, water, biodiversity and cultural heritage objectives.	<ul style="list-style-type: none"> ▪ Potential adverse effects could arise where parking controls and/or street closures result in the displacement of private vehicles to other parts of the city. A transport appraisal may be required to determine the impact of displacement effects - for example, the resulting effects on air quality. ▪ To avoid displacement of impacts that relate to various receptors across the SEA topics, a co-ordinated approach to modal shift is required, for example, similar timing of 'managing demand' package implementation to 'enhanced public transport' and 'people friendly streets' packages. ▪ Consider and plan for impacts of package on businesses that are dependent on private vehicle usage (for example, emergency services and shift workers) and vulnerable groups, for example, people with impaired mobility. ▪ There could be a policy that covers matching bus or train size to demand (for example, during low-demand times of day and peak hours).
Overall this package is expected to have a minor positive but not significant effect on the SEA objectives.	

5.3 Stage 3: SEA of Policy Measures

This section outlines the findings of Stage 3 of the SEA process. This section presents the policies within the draft CMP that were taken forward for an individual assessment following the high-level package assessment (Section 5.2).

5.3.1 Approach and Findings

Policy 3 – Tram extension

Policy 3 was determined to have sufficient spatial information presented in the draft CMP to enable a policy specific assessment to be undertaken. In addition to the spatial detail provided in the CMP policy measure, the Edinburgh Strategic Sustainable Transport Study – Phase 1 report, presented to CEC Transport and Environment Committee October 2020, identified four corridors which could accommodate trams (Jacobs/Steer, 2019). The route options, which were considered to be suitable for tram, included expansion to Granton (north of the city centre), the south-east (past the University and the Bioquarter), towards Newbridge and west of Hermiston.

Expansion of the tram/mass rapid transport network to the north and south of the city, in addition to the Newhaven expansion, will reduce vehicle dominance and emissions. It will also improve the overall public transport infrastructure across the city, benefiting tourists, residents and commuters. Exploring the expansion for tram/mass rapid transport network west of the city and into Fife, West, Mid and East Lothian, is also expected to reduce vehicle dominance in and out of the city and improve access to areas that are not currently well serviced by public transport.

Table 5-6 shows this policy is expected to have a positive effect on air quality, material assets and population and human health. Minor negative effects are expected on land and soil and landscape as the expansion of the network would require land take. It is acknowledged that any expansion to the tram/mass rapid transport network within the city centre, and in particular the World Heritage Site, could have a negative impact on amenity at historic sites.

Table 5-6: Scoring of SEA objectives for Policy 3

SEA Objective	Air Quality and climatic factors	Land and soil	Water	Landscape	Biodiversity	Material assets	Population and human health	Cultural heritage
Effect	+	-	0	-	0	+	+	-

Policy 15 – Low Emission Zone

Within this stage of assessment additional consideration has been given to Edinburgh's proposed Low Emissions Zone (LEZ) policy. This is due to the following:

- Additional detail on the approach to LEZ is available at the time of assessment and was presented at the Transport and Environment Committee [Report](#) 11 October 2019
- A formal SEA Pre-Screening was undertaken on the proposed LEZ and, while it was determined that the LEZ would be exempt from a full SEA, it was stated that the LEZ will be included within the series of interventions assessed under the CMP, which is subject to full SEA. This will ensure a detailed assessment is undertaken on the LEZ proposal and assess the cumulative environmental effects of a LEZ alongside wider transportation interventions. The LEZ is also considered within the cumulative impacts of the ECCT SEA.

The Pre-Screening can be viewed on the Scottish Government SEA database.

The LEZ has been considered within both the Stage 2 SEA of Packages and Stage 3 SEA of policy measures as part of the suite of policies presented in the CMP. Further assessment has been undertaken using the information presented in the TEC committee report referenced above to consider in more detail the anticipated effects of implementing both the City Centre and City-Wide LEZ. Table 5-7 shows the effects the LEZ is expected to have on the SEA objectives. A minor positive effect is expected on the air quality, landscape, population and human health and cultural heritage SEA objectives. Negligible effects are expected on the land and soil, water, biodiversity and material assets SEA objectives.

Table 5-7: Scoring of SEA objectives for Policy 15

SEA Objective	Air Quality and climatic factors	Land and soil	Water	Landscape	Biodiversity	Material assets	Population and human health	Cultural heritage
Effect	+	0	0	+	0	0	+	+

A summary table of the effects and recommendations/mitigation for the LEZ are presented in Table 5-8 below.

Table 5-8: Summary of LEZ Assessment

SEA Topic	Summary of Significant Effects	Recommendations/Mitigation
Air quality and climatic factors	<p>'Implementing the proposed LEZ boundaries will improve vehicle standards which in turn will bring air quality improvements and health & wellbeing improvements. Interventions that reduce local air pollution (NO₂ and PM_{2.5}/PM₁₀) are also likely generate a positive effect on reducing factors contributing to climate change through reduced greenhouse gas emissions (measured in CO₂ equivalent tonnes).</p> <p>Depending on potential displacement of traffic, there may be locations outside of the LEZ boundaries where air quality is made poorer by a change in the quantity and types of vehicles passing through. Initial transport modelling shows that roads outside the LEZ boundary are likely to see an increase in traffic volumes.</p>	<p>Displacement effects need to be considered to ensure no significant negative effects occur elsewhere in the city region, particularly around the edge of the LEZ.</p> <p>Analysis is required to determine the scale of these impacts on areas that see increases in traffic and the affected populations; appropriately designed mitigation will require similar investigation.</p>
Land and soil	The introduction of a LEZ is not likely to significantly affect land and soil resources.	No mitigation required
Water	The introduction of a LEZ is not likely to significantly affect water.	No mitigation required
Landscape	The introduction of the LEZ is not likely to significantly affect landscape. However, there may be a minor (i.e. not significant enough to score) positive impact on townscape from a reduction in vehicles on the streets.	Where signage is required this needs to be sensitively located to avoid negative impact on key views and listed buildings setting

SEA Topic	Summary of Significant Effects	Recommendations/Mitigation
Biodiversity, flora and fauna	The introduction of the LEZ is not likely to significantly affect biodiversity. However, there may be a minor positive impact from a reduction in vehicles on the streets (hence reduced air pollutant deposition on habitats).	No mitigation required
Material assets	LEZ will lead to reduced congestion from road vehicles, in particular heavy goods vehicles.	No mitigation required
Population and human health	LEZ is likely to promote sustainable forms of transport via modal shift from cars to buses, shared cars, bicycles or walking, which in turn will have positive impact on air quality. Dependent on what modes people shift to there may be positive effects on the health and well-being of people due to physical activity (cycling/walking) and exposure to outdoor spaces. Improvements to air quality can be directly linked to improvements to physical environment and to places.	LEZ needs to ensure access to healthcare facilities. Displacement effects need to be considered and monitored to ensure no significant negative effects occur elsewhere in the city region, particularly around the edge of the LEZ. Analysis is required to determine the scale of these impacts on areas that see increases in traffic and the affected populations; appropriately designed mitigation will require similar investigation
Cultural heritage and historic environment	Vehicle emissions contain various pollutants that can damage buildings, including carbon dioxide (CO ₂) and sulphur and nitrogen oxides. Unless placed sensitively, new signage could potentially affect important viewpoints in Edinburgh, including the visual setting of historic sites and buildings.	Where signage is required this needs to be sensitively located to avoid negative impact on key views and setting of historic sites and buildings.

6. Cumulative Effects

Cumulative effects have been considered throughout the proposed policy development (intra – plan) and the inter-plan (the impact of the plan alongside other plans and policies) focusing on possible proposals in the ECCT and City Plan 2030.

This inter-plan cumulative assessment has been undertaken in discussion with the teams responsible for preparing these other emerging plans and based on the information available at the time of the assessment. A combined CMP, ECCT and LEZ workshop with the consultation authorities was held following the public consultation discuss the final cumulative assessment approach. It was agreed that this assessment would build on the adopted ECCT and City Plan Main Issues Report SEA.

Table 6.1 below presents a high-level narrative of the potential cumulative effects of implementing the CMP alongside the recently adopted ECCT 2019 and City Plan 2030

Table 6-1: Potential Cumulative effects with other PPS

SEA Topic	Cumulative impact of CMP	Cumulative impact with other PPS
Air Quality and Climatic factors	<p>Significant positive effects were identified associated with an overall reduction in traffic due to stricter parking measures, traffic free zones, street closures and road user charges, freight consolidation zones, public transport accessibility improvements, integrated/flexible services and ticketing, low emissions zone and improved walking and cycling measures.</p> <p>To achieve significant benefits to air quality and climatic factors, a co-ordinated approach to modal shift is required, for example, similar timing of demand management package implementation to public transport and walking and cycling packages. Effect will be greater over time as more measures are implemented.</p> <p>Potential adverse effects could arise where parking controls and/or street closures result in the displacement of private vehicles to other parts of the city. A transport appraisal may be required to determine the impact of displacement effects - for example, the resulting effects on air quality.</p>	<p>The cumulative effect of the CMP and other PPS on air quality is likely to remain positive, with the proposed City Plan MIR proposing higher density development closely linked to public transport and active travel service supporting modal shift and a reduction in traffic in the city. Any new development on greenfield sites may generate higher vehicle trips rates which may lead to negative effects on air quality particularly along key transport corridors. The air quality issues are mostly attributable to traffic congestion and AQMAs are in place with action plans to help reduce emissions in these areas.</p> <p>Effective implementation of the CMP in conjunction with other plans such as the Active Travel Plan and Core Path Plan may encourage further use of sustainable transport modes.</p>
Land & soil	<p>The draft CMP approach to effective integrated land use and mobility planning can prevent cities from becoming dispersed and polarised. Concentrating infrastructure and environmental costs could prevent large areas of land becoming affected by</p>	<p>There may be cumulative and synergistic negative effects on soil quality due to the scale of development considered for City Plan 2030, with the potential for some greenfield development. This would require careful mitigation and further</p>

SEA Topic	Cumulative impact of CMP	Cumulative impact with other PPS
	<p>construction of transport infrastructure and car dominated developments. This should lead to reduced detrimental effects on land use change.</p> <p>Potential for some localised negative effects where new or expanded regional park and ride may require additional land take or the extension to the tram network.</p>	<p>environmental appraisal would be required as proposals are developed.</p>
Water	<p>The draft CMP approach to integrated land use planning is likely to reduce widespread construction across the city. This is likely to reduce flood risk, as natural drainage patterns are less likely to be affected by dispersed development and impermeable surfaces. It was also identified that the implementation of the CMP could improve water quality through reduced pollutants, following a reduction in private vehicles and encouraging modal shift</p>	<p>The cumulative effect of the ECCT and other PPS on water is likely to remain mixed, with the potential for significant impacts/opportunities depending on the location of higher density development tram extension and park and ride interchanges.</p> <p>Any new development/ infrastructure should aim to improve sustainable drainage and pollutant filtration.</p> <p>If sites are developable, appropriate design of development will be required in order to ensure that there is no associated increase in flood risk out with the site and to ensure there is no unacceptable flood risk for future uses of the site.</p>
Landscape	<p>A generally positive effect on landscape and townscape was identified with key benefits anticipated through the overall reduction of traffic and parking within the city facilitating public realm improvements. However, the location of any new freight consolidation centres, regional park and rides, logistics zones or hubs needs to be sympathetic to landscape considerations. The extension of the tram route and bus routes would also need to be designed sympathetically.</p>	<p>Uncertain (positive and negative impacts), potential for adverse impacts from combinations of transport and land use developments. However, there is potential for combined enhancements to landscape/streetscape through sensitive design and planning.</p>
Biodiversity, flora and fauna	<p>The draft CMP policies to concentrate infrastructure could prevent large areas of natural environment, including designated sites and protected species, from becoming affected by construction of transport infrastructure and car dominated developments. This should lead to reduced detrimental effects on biodiversity, flora and fauna. Reductions in usage of private vehicles through improved public transport and active travel networks will also improve air</p>	<p>The cumulative effect of the CMP and other PPS on biodiversity is likely to remain mixed with the potential for significant impacts/opportunities depending on the location of higher density development and park and ride interchanges.</p> <p>Through appropriate layout and design of development, higher levels of biodiversity could be established within development</p>

SEA Topic	Cumulative impact of CMP	Cumulative impact with other PPS
	<p>quality with a possible positive impact on biodiversity.</p> <p>Where site specific measures are proposed, there is the potential for adverse impacts to occur where proposed interventions result in habitat loss. However as more interventions are implemented the potential for habitat creation also increases in the long-term.</p>	<p>sites compared to existing uses, such as agricultural land or industrial sites.</p> <p>Strategic HRA screening will be required if there is potential for the CMP, combined with other PPS, to have a cumulative significant effect on a Natura 2000 site.</p>
Material assets	<p>Positive effects on material assets were identified through the overall improvement to the public transport network. Encouraging greater use of the network through more flexible services, improved accessibility and integrated fares and ticketing is likely to lead to less congestion on the roads due to a fewer number of cars. New bus routes servicing areas with current low public transport access will lead to reduced car use in more remote parts of the city.</p> <p>The introduction of walking and cycling measures would require improvements to cycle facilities and access to streets. It is likely that this would lead to an improvement to the existing transport network.</p>	<p>The cumulative effect of the CMP and other PPS on material assets could see more significant positive effects through modal shift to sustainable transport modes, and the integration of sustainable transport options into new developments.</p>
Population and human health	<p>The improvements to public transport will also promote sustainable mass-transit opportunities for people to access work, education, social activities, healthcare and other services. Active travel network improvements promote a healthy lifestyle and quality of life will be improved through a more integrated network, better facilities and safety improvements such as secure bike storage. Human health will also be positively impacted by reductions in air pollutants and noise resulting from an overall reduction in traffic.</p>	<p>The cumulative effect of the CMP and other PPS on population and human health is likely to remain positive, with the PPS supporting a significant reduction in traffic within the city and supporting the provision of additional facilities for sustainable travel such as mobility hubs, core paths, cycleways etc.</p>
Cultural heritage and historic environment	<p>Mixed effects were identified on Cultural Heritage. Dense developments could potentially affect townscape if taller buildings are part of the development. Heritage assets could also be affected by the construction of new freight consolidation centres, logistics zones or hubs and expansion of both bus and tram routes.</p>	<p>The cumulative effect of the CMP and other PPS on cultural heritage is likely to remain mixed with similar benefits identified within CMP and associated with the significant reduction in traffic anticipated within the city. However, there could be adverse visual impacts on the setting of heritage assets from higher</p>

SEA Topic	Cumulative impact of CMP	Cumulative impact with other PPS
	There may be opportunities for improved accessibility to heritage assets through improvements to the public transport network and active travel routes and the visual setting of some heritage assets may be improved as there will be fewer private vehicles on the streets.	density developments, depending on the location and design.

7. Mitigation and Enhancement

Schedule 3 of the 2005 Act requires consideration to be given to “the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme” .

7.1 Embedded Mitigation

Following each stage of assessment, any negative impacts or positive opportunities that were identified were discussed with the project team to determine effective mitigation and enhancement recommendations and to embed these in the development of the plan. The key recommendations have included refinements to the objectives, alternative policies and policy wording, based on the environmental criteria that consider and respond to both direct impacts and indirect, secondary and cumulative impacts.

Following the adoption of the recommendations, where appropriate, a second SEA review was undertaken to determine the residual impact of the objective/policy and to determine whether there was a need for any further mitigation.

7.2 Future Mitigation

Where mitigation could not be embedded at this stage due to the strategic nature of the policy, but the policy may still have a significant environmental effect, future mitigation measures were described. This predominantly comprised recommendations for further studies and/or future project-specific environmental appraisals.

8. Next Steps

8.1 Monitoring

Section 19 of the 2005 Act requires the CEC, as the Responsible Authority, to monitor the significant environmental effects of the implementation of the Strategy.

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

It is proposed that the monitoring framework would align with the adopted ECCT and City Plan 2030 to ensure an integrated approach. Developing this integrated framework was agreed at a workshop with the consultation authorities in July 2019.

A monitoring framework and associated targets/indicators will be agreed with CEC and presented in the Post Adoption SEA statement.

8.2 SEA activities to date and next steps

The draft ER will be issued alongside the draft CMP and will be subject to public consultation for a period of eight weeks. All comments and representations will be reviewed and considered before finalising the CMP and ER. A monitoring framework and associated targets/indicators will be presented in the Post Adoption SEA statement.

Table 8-1: SEA activities and next steps

SEA Stage	SEA Requirements	CMP SEA Activities
Screening	Determining whether the CMP is likely to present significant environmental effects and deciding whether a SEA is required.	It was determined in-house that the CMP would be likely to present significant environmental effects; therefore, a screening determination was not submitted.
Scoping	Considering the scope and level of detail of the Strategic Environmental Assessment, and the consultation period for the ER. Decided in consultation with Scottish Natural Heritage, Historic Environment Scotland and the Scottish Environment Protection Agency.	A Scoping Workshop on the 24 th January 2019 to agree scope and assessment methodology. The Scoping Report was issued to the Consultation Authorities on 27 th February 2019. Responses were received on 3 rd April 2019. A summary of the comments and team response is included in the Environmental Report.
Environmental Report	Publishing an ER which outlines the environmental analyses undertaken for the CMP and its environmental effects, and consulting on that report.	The Draft ER will be made available for a period of 8 weeks on 31st January 2020.

SEA Stage	SEA Requirements	CMP SEA Activities
Adoption and SEA Assessment	Provides information on how the SEA process informed and improved the finalised CMP; how consultation comments have been taken into account; and methods for monitoring the significant environmental effects of the implementation of the strategy.	Publication of a post-adoption statement will follow adoption of the CMP. This will demonstrate how the SEA has influenced the final CMP, summarise consultation feedback and SEA responses and set out a monitoring framework
Monitoring	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. To be aligned with ECCT and City Plan 2030 SEA monitoring requirements.

9. References

- City of Edinburgh Council (2013). Local transport Strategy 2014-2019. Available online: <https://www.edinburgh.gov.uk/downloads/download/13438/local-transport-strategy-2014---2019> [Accessed June 2019].
- City of Edinburgh Council (2018). Edinburgh Economy Strategy, Enabling Good Growth. Available online: <https://www.edinburgh.gov.uk/council-planning-framework/edinburghs-economic-strategy> [September 2019].
- City of Edinburgh Council Transport and Environment Committee (2019). *Edinburgh City Centre Transformation Strategy*. Available online at: <https://democracy.edinburgh.gov.uk/documents/s6001/Item%207.1%20-%20ECCT%20Final%20Strategy%20with%20all%20appendices.pdf> [Accessed on October 2019].
- Climate Change (Scotland) Act 2009
- Environmental Assessment (Scotland) Act 2005
- European Birds Directive 2009/147/EEC
- European Habitats Directive 92/43/EEC
- European SEA Directive 2001/42/EC
- European Union (2019). Civitas Sumps-up website. Available here: <https://sumps-up.eu/the-project/> [Accessed November 2019].
- Jacobs/Steer (2019). Edinburgh Strategic Sustainable Transport Study – Phase 1. Presented to TEC 16th January 2020.
- National Records of Scotland (2018). 2016-based principal population projections for 2016-2041, by sex, council area and single year of age'.
- Scottish Government (2013). *Strategic Environmental Assessment Guidance*. Available online: <https://www.gov.scot/publications/strategic-environmental-assessment-guidance/> [Accessed June 2019].
- The City of Edinburgh Council (2019). *Edinburgh City Centre Transformation Final Strategy*. Available online: <https://www.connectingedinburgh.com/downloads/download/2/edinburgh-city-centre-transformation-strategy-document-and-delivery-plan> [Accessed June 2019]
- This is Edinburgh (2019). 2050 Edinburgh City Vision. Available online: <https://edinburgh.org/2050-edinburgh-city-vision/> [Accessed September 2019].

List of Abbreviations Used in The Report

Air Quality Management Area (AQMA)
City of Edinburgh Council (CEC)
City Mobility Plan (CMP)
Edinburgh City Centre Transformation (ECCT)
Environmental Report (ER)
Integrated Impact Assessment (IIA)
Integrated Pollution Prevention and Control (IPPC)
Local Transport Strategy 2014-2019 (LTS)
Low Emission Zones (LEZs)
Non-Technical Summary (NTS)
Plan, Programme or Strategy (PPS)
Strategic Environmental Assessment (SEA)
The Environmental Assessment (Scotland) Act 2005 (The Act)
Transport and Environment Committee (TEC)

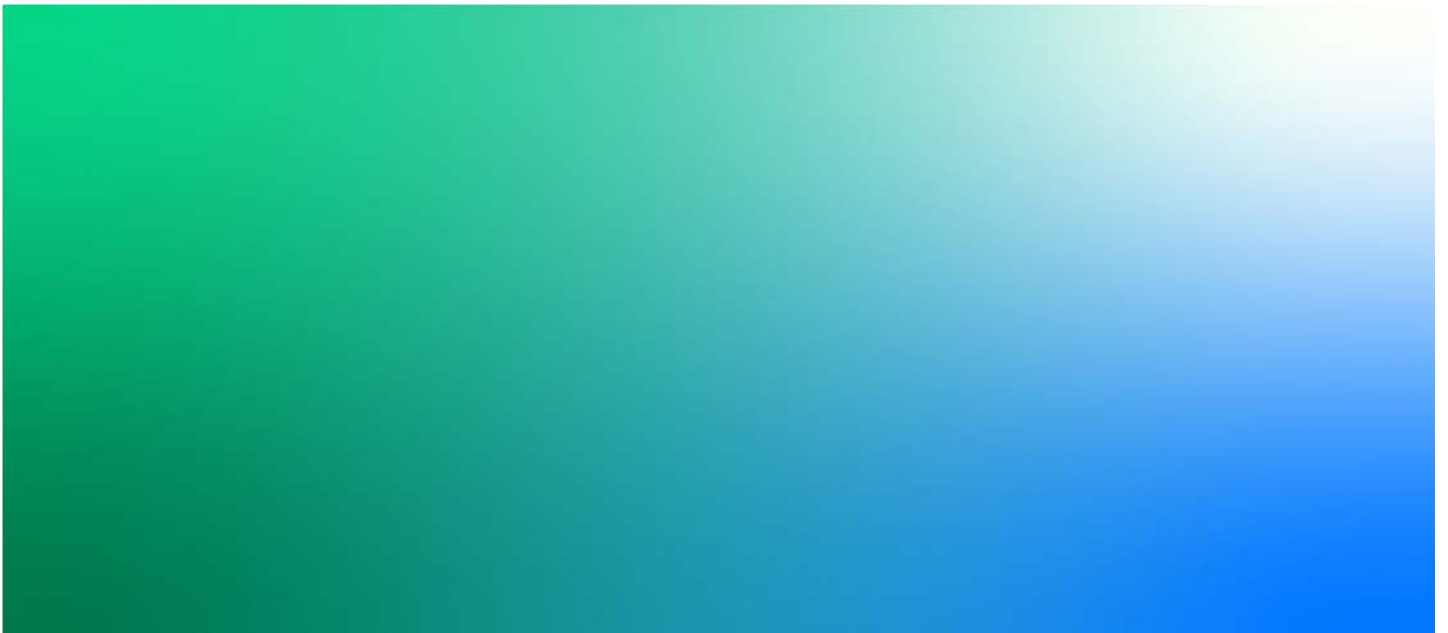


City Mobility Plan Strategic Environmental Assessment

Appendix A CMP SEA Baseline

22 January 2020

The City of Edinburgh Council



Appendix A. CMP SEA Baseline

Appendix A presents a review of the environmental aspects, context and baseline scenario within which the City Mobility Plan (CMP) SEA has been developed.

A.1 Environmental Characteristics

A.1.1 Air and Climactic Factors

Edinburgh has six Air Quality Management Areas (AQMA). Five of these AQMA are in locations where annual mean limits for NO₂ are regularly exceeded, these include:

- City Centre
- Glasgow Road
- Great Junction Street
- Inverleith
- St John's Road

There is only one AQMA, at Salamander Street, where annual mean limits for PM₁₀ are regularly exceeded.

The key actions within the current Air Quality Action Plan¹ and Local Transport Strategy² (LTS) are based on:

- Promoting cleaner transport, especially buses via voluntary means;
- Adoption of a fleet recognition efficiency scheme for reducing emissions from road freight vehicles;
- Improving traffic flow and easing congestion by use of intelligent traffic signalling; and
- Promoting modal shift away from car use by means of an Active Travel Action Plan, provision of Park and Rides, controlled parking and priority parking zones.

Edinburgh Council's Sustainable Energy Action Plan³ sets out an approach to reduce the city's carbon emissions (21% of these emissions are from transport, 36% from households and 43% from industry and commerce) from the 2005 level by at least 42% by 2020 through improved energy usages and generation. The Plan proposes the development of five programmes to reach the proposed emission reduction target, one of which includes sustainable transport. Part of this programme is to support the current LTS by reducing the need to travel, encouraging more active travel within Edinburgh and decarbonising travel. Edinburgh is aiming to meet the current national reductions target (42% reduction by 2020 and 80% by 2050⁴) for carbon emissions by reducing CO₂ emissions in the transport sector by 290kt CO₂.

A.1.2 Land and Soil

¹ The City of Edinburgh Council, 2008. Air Quality Action Plan. Available online at: http://www.edinburgh.gov.uk/downloads/file/321/air_quality_action_plan

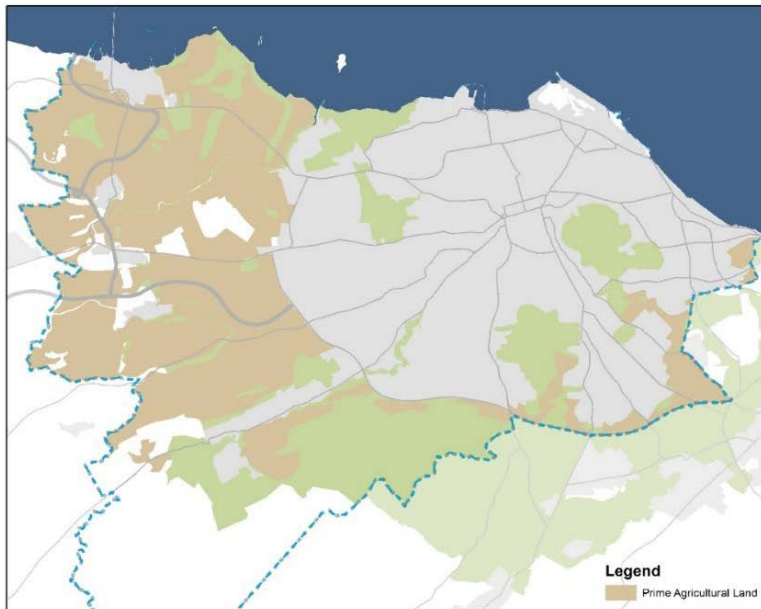
² The City of Edinburgh Council, 2014. Local Transport Strategy. Available online at: http://www.edinburgh.gov.uk/downloads/file/3525/local_transport_strategy

³ The City of Edinburgh Council, 2015. Sustainable Energy Action Plan. Available online at: file:///C:/Users/SneddoM/Downloads/Sustainable_Energy_Action_Plan_Easy_Read.pdf

⁴ The Scottish Government, 2019. Climate Change. Available online at: <https://www.gov.scot/policies/climate-change/reducing-emissions/>

The majority of farmland in the area is classified as prime agricultural land (Soil Survey of Scotland – Land Capability for Agriculture, Macaulay Institute for Soil Research⁵) with the majority also within the Edinburgh Green Belt (see Figure 1). In addition, there is a limited amount of carbon-rich and peatland soil which can be found in the Pentland Hills which is a designated Special Landscape Area.

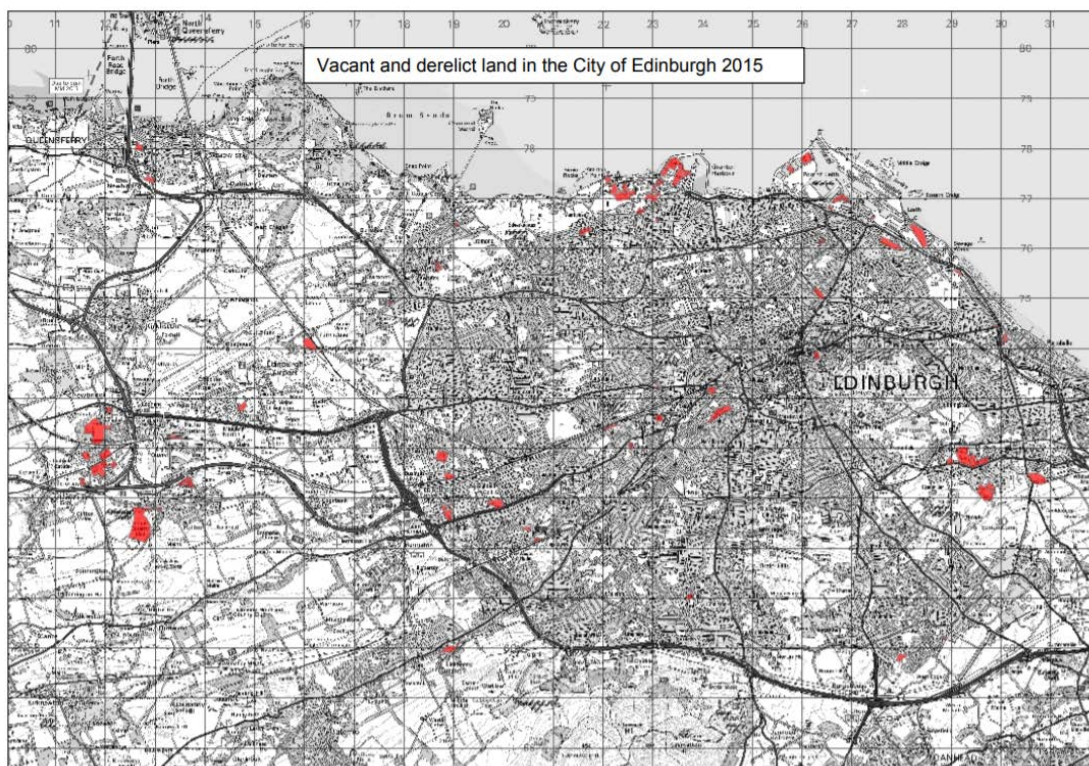
Figure 1: Prime Agricultural Land in Edinburgh in 2015 indicated by the land coloured in red



Edinburgh has a relatively low incidence of vacant and derelict land compared with other central belt authorities. High land values and pressures for development means that land tends to be re-used quickly. However, there are significant areas of vacant and derelict sites in clusters, including Newbridge and parts of the waterfront (see Figure 2), although the total amount in Edinburgh has dropped from 223ha in 2011 to 178ha in 2017.

Figure 2: Vacant and Derelict land, Scottish Vacant & Derelict land survey for the City of Edinburgh 2015

⁵ The James Hutton Institute, 2019. Scotland's Soil Data. Available online at: <https://www.hutton.ac.uk/learning/natural-resource-datasets/soilshutton/soils-maps-scotland/download>



A.1.3 Water

Areas of importance for flood management: These have been identified within the study area associated with specific water bodies (as identified e.g. Water of Leith).

Rivers: Edinburgh is drained by a number of relatively short rivers which generally flow from south west to north east, rising in and around the Pentland Hills and discharging into the Firth of Forth. Principal among these is the Water of Leith, which flows through the heart of the city.

River, coastal and surface water flooding: The Water of Leith has been subject to intermittent flooding since people first settled in the area. However, this has become more of an issue with the increasing number of people living in close proximity. The Murrayfield, Roseburn and Gogarburn (around the airport) areas have a history of flooding and flood prevention schemes have been implemented to minimise the risk. In addition, due to the extent of hard surfacing within the urban area, there is a significant risk of surface water flooding events. SEPA has published a Flood Risk Management Strategy (FRMS) for the Forth Estuary. The City of Edinburgh Council as lead authority for the Forth Estuary Catchment Area also produces a Local Flood Risk Management Plan (LFRMP)⁶, which was adopted in June 2016. This identifies areas vulnerable to flooding and potential mitigation actions. The LFRMP provides further information on the funding and timetable for delivering the actions identified in the strategy between 2016 and 2022. The FRMS and LFRMP are planned to be updated every six years. In addition, the Council will prepare surface water management plans following the completion of an Integrated Catchment Study in 2021. Due to project timescales, this information is not expected to be available prior to the plan being adopted. However, if the information does become available it will be incorporated into this SEA.

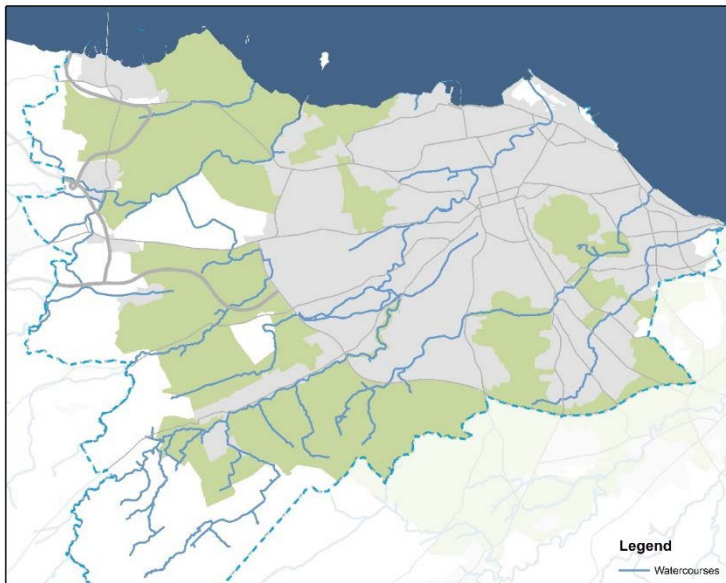
Water supply: Edinburgh's water requirements are now supplied via a network of reservoirs in the Tweedsmuir, Moorfoot and Pentland Hills, some of which act as the main supply reservoirs and others act as holding or compensation reservoirs. This infrastructure was the subject of a recent major investment programme. Although the availability of water reserves could become a greater issue in the future, as a result of climatic changes, it is

⁶ The City of Edinburgh Council, 2016. Local Flood Risk Management Plan. Available online at: http://www.edinburgh.gov.uk/info/20006/emergencies_safety_and_crime/1433/flood_risk_management_plan

the capacity of the treatment and distribution infrastructure which may impose a more immediate restriction on the amount and location of new development in the Edinburgh area.

Water quality: Overall the groundwater across the Edinburgh region is in good condition according to the SEPA database. The surface waters around the coast to the north of the city are in good condition, while the surface water quality to the east of the city is in poor condition⁷ (SEPA, 2019).

Figure 3: Watercourses in Edinburgh



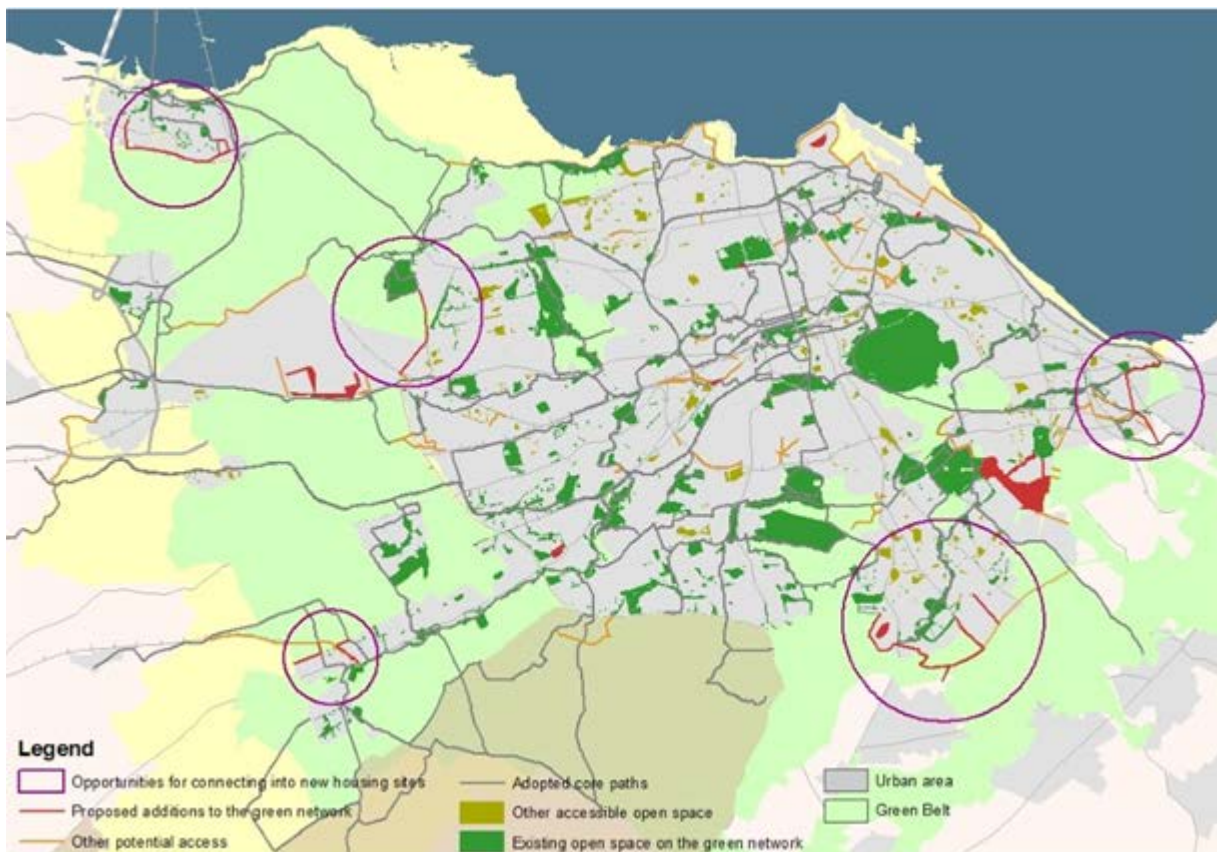
A.1.4 Landscape

Edinburgh has numerous outstanding features within easy reach of the City Centre: Holyrood Park including Arthur's seat and Salisbury Crags, the Braid Hills and Blackford Hill, Corstorphine Hill and the Pentland Hills. These fall within the Green Belt and are also designated as Special Landscape Areas. The Green Belt around Edinburgh was first established in 1957 and it has been an important tool in shaping the City's growth and containment and supports regeneration. The current Local Development Plan (LDP) released a significant amount of land from the Green Belt, primarily to meet housing land requirements in the first SDP, and to implement national planning policy on West Edinburgh and uses such as Riccarton Campus.

Within the City Centre itself, Edinburgh has open spaces of world class value. These include topographic and natural features that define the city, such as Arthur's Seat, the Water of Leith and Braid Burn river valleys and the coastline. In addition, there are large areas of open space which are important to the character of the city such as the Meadows (see Figure 4). These are linked up with footpaths, green corridors and watercourses (see Figure 3) to form a strong green infrastructure within the urban area (see Figure 4).

Figure 4: Green Network extract, Open Space Strategy 2016

⁷ SEPA, 2015. Flood Risk Management Strategy for the Forth Estuary. Available online at: <https://www.sepa.org.uk/data-visualisation/water-classification-hub>



A.1.5 Biodiversity, Flora and Fauna

Edinburgh has a diverse range of valued areas, habitats and species including the following:

Three Special Protection Areas (SPA) and one proposed Special Protection Area (pSPA). The Imperial Dock Lock SPA classified in 2004, part of the Firth of Forth SPA and Forth Islands SPAs. The Firth of Forth is also a Ramsar site which is an international designation for Wetlands of International Importance. At present, the CMP contains strategic policies rather than any site-specific policies, objectives or proposed interventions. As such, a screening under the Scottish Habitats Regulations, Conservation (Natural Habitats, &c.) Regulations 1994, (the first stage of a Habitats Regulations Appraisal - HRA) will not be undertaken. However, as the CMP develops, if any aspects of it have a spatial context (for example, public transport corridors) that could influence a European Site, the need for an HRA will need to be revisited and discussed with Scottish Natural Heritage.

There are also seven nationally designated Sites of Special Scientific Interest (SSSIs) with Edinburgh, covering a total area of 1,239 hectares and non-statutory designated sites. The non-statutory sites comprise 109 Local Nature Conservation Sites (including Local Biodiversity Sites and Local Geodiversity sites). Table 1 shows the various natural heritage designations in Edinburgh.

Edinburgh has a Biodiversity Action Plan (EBAP 2016-18), which takes a landscape scale approach to improve the connectivity of natural places; enhance biodiversity which underpins ecosystem services; and build in environmental resilience and value natural capital. Sections within the EBAP include blue and green networks (all natural and semi-natural landscape elements that can form a network) and the built environment. The EBAP will be subject to rolling replacement early next year.

Table 1: Natural Heritage Designations

Designation	Number of Sites
SPA: Designated under the Wild Birds Directive for wild birds and their habitats	3 and 1 proposed (Firth of Forth SPA, Imperial Dock Lock (Leith) SPA, Forth Islands SPA, Outer Firth of Forth and St Andrews Bay Complex (pSPA))
Ramsar sites: designated under the Convention of Wetlands of International Importance	1 (Within same boundary as Firth of Forth SPA)
SSSI	7 (Agassiz Rock, Arthurs Seat Volcano, Balerno Common, Duddingston Loch, Firth of Forth, Inchmickery, Wester Craiglockhart Hill)
Local Nature Reserves	8 (Burdiehouse Burn Valley Park, Cammo Estate, Corstorphine Hill, Easter Craiglockhart Hill, Hermitage of Briard & Blackford Hill, Meadows Yard, Ravelston Woods)
Local Nature Conservation Sites	109 Local Biodiversity sites (LBS) 71 Local Geodiversity sites (LGS) 30

A Habitats Regulations Appraisal (HRA) would be required where there is likely to be significant effects on any of the sites discussed above, as required under the Habitats Directive (1992). The need for a HRA at this stage has been scoped out due to the high level information that is available at the time of writing.

A.1.6 Material Assets

Public Transport Infrastructure: Generally, Edinburgh is well served by public transport, with an extensive bus and rail network and a developing tram and park and ride network. However, with a growing population, there is increasing pressure on public transport services. Many people travel to work by car, causing traffic congestion and significant pressure on parking spaces. There are several emerging transport schemes which will help improve existing public transport infrastructure, including the new tram service and additional park and ride sites. The Edinburgh Tram project is the largest infrastructure proposal to improve the city's overall transport networks and to date connects the Airport to the city centre. The Council are currently consulting on extending the tram network to Leith and Newhaven. The current LDP safeguards that route, as well as wider long-term extension opportunities.

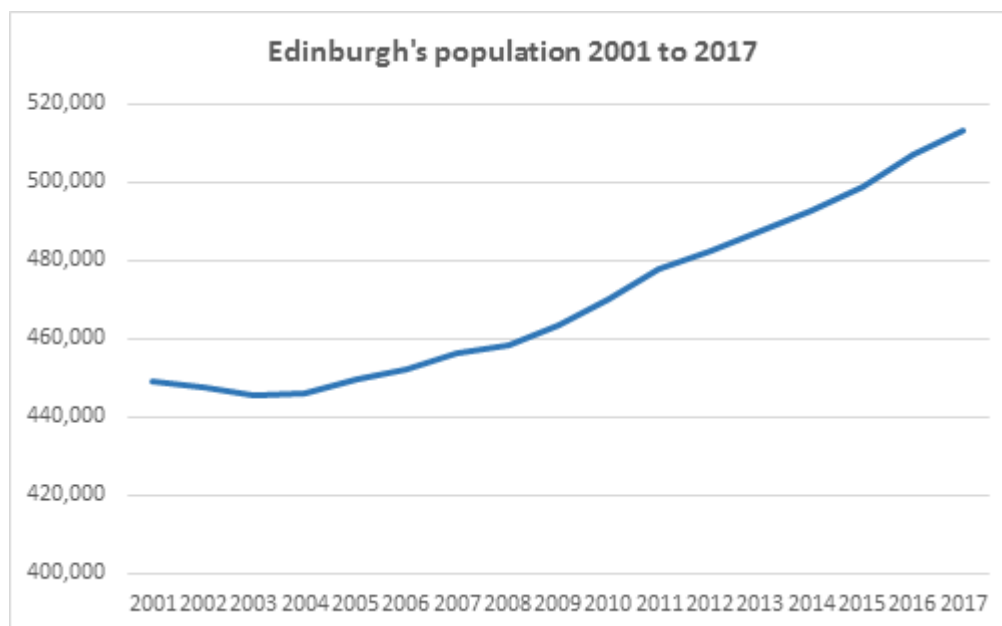
Rights of Way: Edinburgh has an extensive network of off-road footpaths and cycle paths laid out over the past two decades, utilising abandoned railway alignments or following the banks of the city's water courses. The area is traversed by a series of core paths that form the Core Path Network across the city.

A.1.7 Population and Human Health

The total resident population of Edinburgh is 507,170 (see Figure 5) and covers an area of 26,373 hectares (National Records of Scotland, 2018). The age structure of Edinburgh's population differs significantly from the national average, with fewer children and older people and more young adults. The population of the City of Edinburgh is projected to increase by 15% (or 75,965 people) between 2016 and 2041⁸.

⁸ '2016-based principal population projections for 2016-2041, by sex, council area and single year of age', National Records of Scotland (2018)

Figure 5: Edinburgh's population (2001-2017)



In general, the population of Edinburgh enjoys a high standard of health. Life expectancy is high, with females living 81.1 years on average and males living to 77.1 years on average. However, there are significant inequalities in general health and mortality rates between different neighbourhoods within the city.

Noise can be a serious problem to people living in urban areas. In line with the Environmental Noise (Scotland) Regulations 2006, an Edinburgh Noise Action Plan was published in 2008. The Council identified 3 Noise Management Areas and 10 Quiet Areas in 2014 as part of round 1 of the noise mapping process. Following round 2, 18 Noise Management Areas and 10 Quiet areas were identified in the city (see Table 2). Work by the Edinburgh Agglomeration Working Group is now commencing on the fieldwork for round 3. The working group will continue to co-ordinate the action planning process and work with the Environmental Noise Steering Group and the Scottish Government in its delivery of the requirements of the Environmental Noise Regulations.

Table 2: Candidate Noise Management Areas and Quiet Areas

Noise Management Areas	Quiet Areas
A70 at Moat Street, Fountainbridge/Craiglockhart	Inverleith Park
A71 at Gorgie Road near Robertson Avenue, Fountainbridge/Craiglockhart	Royal Botanic Gardens
A70 at Slateford Road, Fountainbridge/Craiglockhart	Lochend Park
A702 at Morningside Road, near Steel's Place, Meadows/Morningside	Arthur's Seat Volcano, Holyrood Park and Duddingston Loch
A8 at Roseburn Gardens, Roseburn Street, Corstorphine/Murrayfield	Jewel Park
A70 at Orwell Place, West Park Place, Sighthill/Gorgie	Craiglockhart Dell
A702 at Gilmore Place, Home Street, Lochrin Terrace, West Tollcross, City Centre	Easter Craiglockhart Hill
A702 Lauriston Place at Glen Street, City Centre	Hermitage of Braid/Blackford Hill

East Fountainbridge, West Port at Lady Lawson Street, City Centre	Galachlaw
At West Nicholson Street, Southside/Newington	Burdiehouse Burn Valley Park
Deanhaugh Street, Raeburn Place, Inverleith	
Broughton Road at Dunedin Street, Leith Walk	
Easter Road at London Road, City Centre	
Brunswick Road, Easter Road, Leith Walk	
A902 at Ferry Road, Forth	
Lindsay Road at Portland Street, Leith	
Ferry Road at Madeira Street, Leith Walk	
Great Junction Street at Bangor Road, Leith	

An emerging public health priority in Edinburgh as well as many cities in the UK and across the world, is poor air quality. This is primarily caused by road transport emissions of gases such as nitrogen oxides (NO_x) and particulate matter (PM_{2.5} and PM₁₀). These can have significant impacts on health, child development and environmental quality. In Scotland recent work by Health Protection Scotland estimates that in 2016 there were 1,724 attributable deaths (not actual deaths, but modelled estimates that would be attributable to long-term exposure) associated with man-made PM_{2.5}. In Edinburgh, this is equivalent to 153 attributable deaths in the same year. The council's Air Quality Action Plan (AQAP) and Active Travel Action Plan both aim to increase health benefits in Edinburgh, through implementing controlled parking zones to improve air quality and by encouraging modal shift to more active travel.

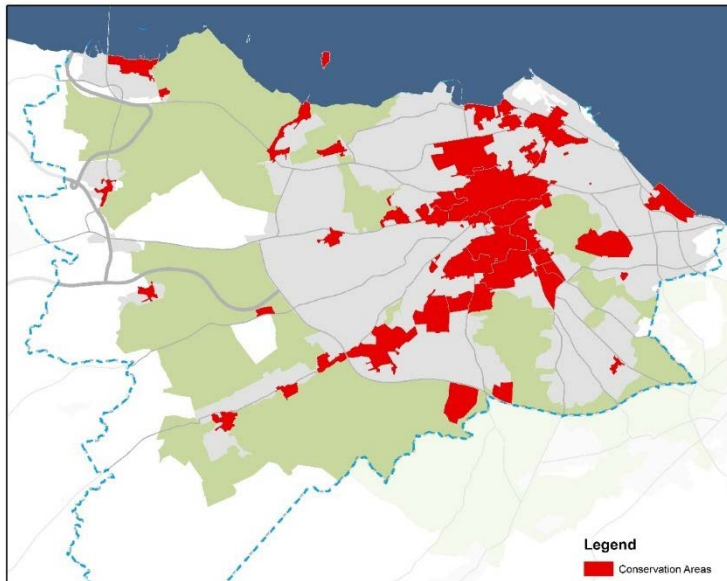
The Council area includes several establishments controlled under Major Hazards legislation⁹. There is a requirement to ensure that new development is not located in an area where it will put occupants at undue risk from these hazards.

A.1.8 Cultural Heritage

Conservation Areas: There are 50 conservation areas in Edinburgh, an increase of 10 since 2011 (see Figure 6), of widely varying character, ranging from the mediaeval Old Town, the Georgian New Town, Victorian suburbs and former villages which have been absorbed as the city has grown.

⁹ The Control of Major Accident Hazards (COMAH) Regulations 2015

Figure 6: Conservation area in Edinburgh



Historic gardens and designed landscapes: Historic Environment Scotland maintain the Inventory of Gardens and Designated Landscapes, which was initiated in 1987. The purpose is to record assets of national, regional and local importance. They are valuable in terms of contribution to scenery, history, artistic design, wildlife, horticulture or tourism. A total of 17 sites, a reduction of three since 2011, are listed within the Council's area.

Listed Buildings: Edinburgh has the largest concentration of listed buildings in the UK outside London, with 4,830 listed items, comprising approximately 34,000 individual properties (as at June 2018).

Scheduled Ancient Monuments: Scotland has a rich heritage of ancient monuments. They are important both in their own right and as a resource for research, education, leisure and tourism. There are currently 56 scheduled ancient monuments within the City of Edinburgh Council boundary.

World Heritage site: The key historic designation in Edinburgh is the New and Old Town World Heritage Site, which was inscribed by UNESCO (United Educational Scientific and Cultural Organisation) in 1995. One of only six in Scotland, it covers approximately 4.5sq kms of the city's historic core. Another key World Heritage site in the Edinburgh area is the Forth Bridge (a railway bridge) which was inscribed in 2015. Its three diamond-shaped towers form a cantilever bridge which was completed in 1890 and carries a dual-track railway line 46 metres above the Firth of Forth.

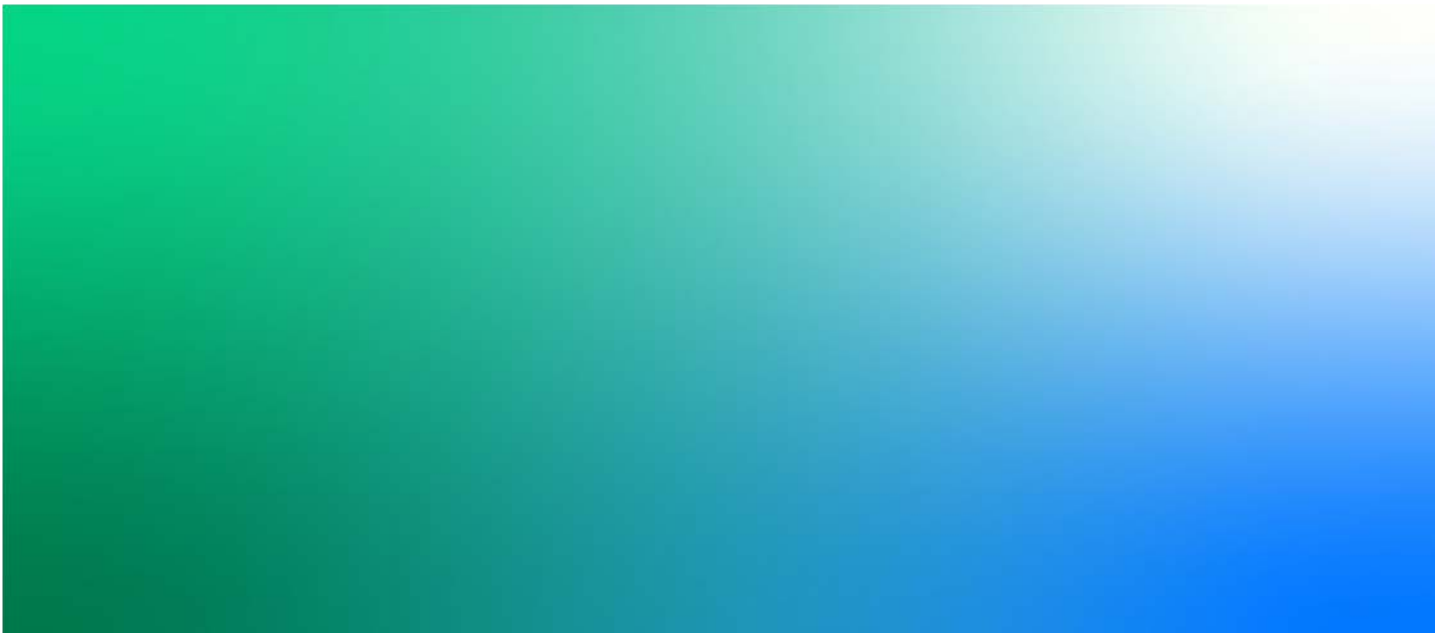
In addition to the designated sites above there are a variety of non-designated heritage assets and sites of known or suspected archaeological significance that can be found across the wider Edinburgh area.



City Mobility Plan Strategic Environmental Assessment
Appendix B Relationship with relevant Plans, Programmes and Strategies

22 January 2020

The City of Edinburgh Council



Appendix B. Relationship with relevant Plans Programmes and Strategies (PPS)

Table 1: Relevant PPS and environmental objectives

Name of PPS or Legislation	Environmental Objectives
Biodiversity, Flora & Fauna	
Habitats Regulations (translated into specific legal obligations by the Conservation (Natural Habitats, &c.) Regulations 1994, amended 2012)	The Habitats Regulations transpose the provisions of the EU Habitats and Birds Directives (European Council Directive 92/43/EEC Habitats Directive) into Scottish Law and require that plans and projects are subject to an appropriate assessment of their implications for European sites.
Nature Conservation (Scotland) Act 2004	This Act is in place to conserve biodiversity and protect the nations precious natural heritage. Implementation is linked to the national biodiversity strategy.
Convention on Biological Diversity – UK Post 2010 Biodiversity Framework/Scottish Biodiversity Strategy	This strategy sets out targets to conserve species and habitats that are considered vulnerable or threatened on a local or national basis and in turn contribute to the conservation of our global biodiversity; promote awareness of local natural resources; promote community engagement in and ownership of the practical conservation of natural resources and promote the sustainable and wise use of resources.
2020 Challenge for Scotland's Biodiversity (2013)	The focus of the strategy is on protecting and restoring healthy ecosystems, connecting people with nature and ensuring biodiversity contributes to sustainable economic growth.
Scotland's Biodiversity: It's in Your Hands (2004)	This strategy outlines several actions with the overall aim of conserving biodiversity for the health, enjoyment and wellbeing of the people of Scotland in the present and in the future.
Wildlife & Countryside Act 1981 (as amended).	This Act implements the Convention of the Conservation of European Wildlife and Natural Habitats (the 'Bern Convention') and the European Union Directives on the Conservation of Wild Birds and Natural Habitats. The Act is concerned with the protection of wildlife and their habitat (countryside, national parks and designated protected areas). Addresses the problem of species protection and habitat loss by setting out the protection that is afforded to wild animals and plants in Britain.
Pollinator Strategy for Scotland 2017 - 2027	The Pollinator Strategy aims to make Scotland a more pollinator friendly place, addressing recent significant declines in these important species.
Population & Human Health	
Land Reform (Scotland) Act 2003	This Act establishes statutory public rights of access to land for recreational and other purposes.

Getting the best from our lands: A Land use strategy for Scotland 2016-2021	<p>This is a national land-use strategy which has been prepared under the Act. This identifies three objectives:</p> <ul style="list-style-type: none"> • Land based businesses working with nature to contribute more to prosperity; • Responsible stewardship of natural resources delivering more benefits; and • Urban and rural communities better connected to the land.
Let's Get Scotland Walking – The National Walking Strategy (2014)	<p>The National Walking Strategy outlines a vision of Scotland where everyone benefits from walking. Its 3 strategic aims are:</p> <ul style="list-style-type: none"> • Create a culture of walking; • Better quality walking environments throughout Scotland; and • Enable easy, convenient and safe independent mobility for all. <p>It contains recommendations from a working group including removing physical, practical and knowledge barriers.</p>
Cycling Action Plan for Scotland 2017 – 2020 (2013)	<p>This is the third iteration of the Cycling Action Plan for Scotland. Sets out a new set of actions to help achieve the vision of “10% of everyday journeys to be made by bike by 2020”. The actions are under 5 sections:</p> <ul style="list-style-type: none"> • Leadership and Partnership; • Infrastructure, Integration and Road Safety; • Promotion and Behaviour Change; • Resourcing; and • Monitoring and Progress.
Active Travel Task Force Report (2018)	<p>The Task Force was announced by the Minister for Transport in November 2016, its remit was to identify and make recommendations to the Minister on ways to improve delivery of inclusive walking and cycling projects. The report sets out recommendations following extensive evidence gathering and consultation under the following headings:</p> <ul style="list-style-type: none"> • Infrastructure; • Policies, processes and resources; • Community engagement; and • Behaviour change and culture.
A Long-Term Vision for Active Travel in Scotland 2030 (2014)	<p>This sets out a long-term vision for delivering lasting change and increasing the number of people choosing to travel actively.</p>
Soil Conservation	
Scottish Soil Framework (2009)	<p>This framework promotes the sustainable management and protection of soils consistent with the economic, social and environmental needs of Scotland, achieved through targeted activities including reducing soil</p>

	erosion; greenhouse gas emissions from soil; and contamination.
Water	
Water Environment and Water Services (Scotland) Act 2003	The Act is in place to prevent deterioration in the status of the water environment, including rivers, lochs, estuaries, coastal waters and groundwater and protect, enhance and restore all surface water bodies to 'good' status.
The river basin management plan for the Scotland river basin district: 2015-2027	The area management plan supplements the RBMP for the Scottish river basin district in the delivery of Water Framework Directive requirements.
Flood Risk Management (Scotland) Act 2009	This Act aims to reduce and manage the risks that floods pose to human health, the environment, cultural heritage and economic activity through improved assessment and the sustainable and coordinated management of flood risk. This Act imposes a new duty on local authorities to exercise their flood risk related functions with a view to reducing overall flood risk and establishes the requirement to prepare plans to manage flood risk which will provide a framework for co-ordinating actions across catchments to deal with all forms of flooding and its impacts.
Flood Risk Management Strategy: Forth Estuary Local Plan District	This strategy identifies flooding sources, its impacts and outlines actions to address this flood risk in the Forth estuary area.
Marine (Scotland) Act 2010	The Marine (Scotland) Act aims to achieve good environmental status of the EU's marine waters by 2020 and to protect the resource base upon which marine-related economic and social activities depend. The Marine (Scotland) Act transposes the Directive into Scots law and makes provision for a new statutory marine planning system to sustainably manage demands on the marine environment.
Air	
The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2011)	Air quality targets have been set at the European and UK levels. The Air Quality Strategy for England, Scotland, Wales and Northern Ireland sets objectives for Particulate Matter (PM), oxides of nitrogen (NO _x), sulphur dioxide (SO ₂) and ozone (O ₃) amongst others.
City of Edinburgh Council Air Quality Action Plan (2008)	This Action Plan demonstrates how emissions of nitrogen oxides will be reduced in air quality management areas to achieve NO ₂ concentration objectives. The Plan is due to be reviewed in 2019.

Environmental Noise (Scotland) Regulations 2006	This regulation implements the EU Environmental Noise Directive. Introducing strategic noise mapping and noise action planning for large urban areas. Introduces Noise management areas and Quiet areas.
Edinburgh Agglomeration Noise Action Plan (2014)	This Action Plan identifies Noise Management Areas and sets out action plans to reduce noise levels where necessary and to preserve noise quality where it is good.
Cleaner Air for Scotland 2015	This strategy provides the mechanism for necessary improvement in air quality in Scotland. It places a greater focus on delivering air quality improvement through evidence-based actions and measures and is complimented by existing local air quality management regimes.
Environment Act 1995 – Local Air Quality Management (LAQM)	This Act imposes a duty on local authorities to review and assess air quality and work toward meeting the objectives contained in the UK air quality strategy for England, Scotland, Wales and Northern Ireland (2007).
Climate	
Climate Change Scotland Act 2009	This Act introduces a new duty on the Council (and all public bodies) to exercise their function in a way that is best calculated to contribute towards the greenhouse gas emissions by at least 80% by 2050.
Climate Change Plan 2018-2032	The outcomes of the plan for Scotland are to bring about a healthier society, an enhanced and protected natural environment and a diversified, resilient and sustainable economy.
Edinburgh Adapts Plan 2016-2020	The plan sets out a vision to take action to prepare for the challenges that Edinburgh will face in the future in the context of climate change. The associated Action Programme sets out specific actions under 5 sections including the Built Environment and Infrastructure.
Material Assets	
Zero Waste Plan (2010)	This plan sets out Scotland's ambition to become a zero-waste nation, where we increase resource efficiency by minimising Scotland's demand on virgin materials through increasing and maximising the reuse, recycling and recovery of resources instead of treating them as waste. In addition to preventing the use of resources through re-design and designing for end of life purposes.
Cultural Heritage	
Our Place in Time (2014)	This is Scotland's strategy for preserving the historic environment. The key outcome for the strategy is to ensure that the cultural, social, environmental and economic value of Scotland's heritage makes a strong contribution to the well-being of the nation and its people. The Strategy has three high level aims, which includes i) investigating and recording the historic environment, ii) caring and protecting it and iii) sharing

	and celebrating the historic environment's richness and significance.
Historic Environment Policy for Scotland 2019	The HEPS is designed to support and enable good decision-making around changes to the historic environment. HEPS helps to deliver the vision and aims of <i>Our Place in Time</i> .
Landscape	
European Landscape Convention (2000)	This convention was published to promote the protection, management and planning of all landscapes, including natural, urban and peri-urban areas, as well as special, every day and also degraded landscapes.
Other Relevant PPS	
National Transport Strategy (NTS) (2016)	The NTS sets the long-term vision for our transport policies. It was first published in 2006 after the Scottish Government consulted the public, interested individuals and a wide range of organisations on their views for the future of transport in Scotland.
SEStran Regional Transport Strategy 2015-2025	This sets out a regional transport strategy for the Edinburgh city region with 4 key objectives: <ul style="list-style-type: none"> • Economy: to ensure transport encourage growth in a sustainable manner; • Accessibility: to improve accessibility for those with limited transport choice; and • Environment: to ensure development is achieved in an environmentally sustainable manner; and • Safety and Health: to promote a healthier and more active population.
National Planning Framework 3 (2014)	The National Planning Framework 3 aims to guide Scotland's development over the next 20 to 30 years and sets out strategic development priorities to support the Government's goal of sustainable economic growth. The framework will play a key role in co-ordinating policies with a spatial dimension and will help move Scotland towards a low carbon economy.
Scottish Planning Policy (SPP) (2014)	The SPP sets out the Scottish Government's planning policy on nationally important land-use planning matters. This places planning within the wider context of the Scottish Governments overarching aim to increase sustainable economic growth.
SES plan Strategic Development Plan (SDP) 2 (2016)	The SDP sets out a strategy to guide the development of the Edinburgh city region over the next 20 years.
Choices for Edinburgh City Plan 2030	This is the main issues report for the Edinburgh City Plan 2030, Edinburgh's next local development plan. This document outlines and seeks views on the main choices for the Plan.

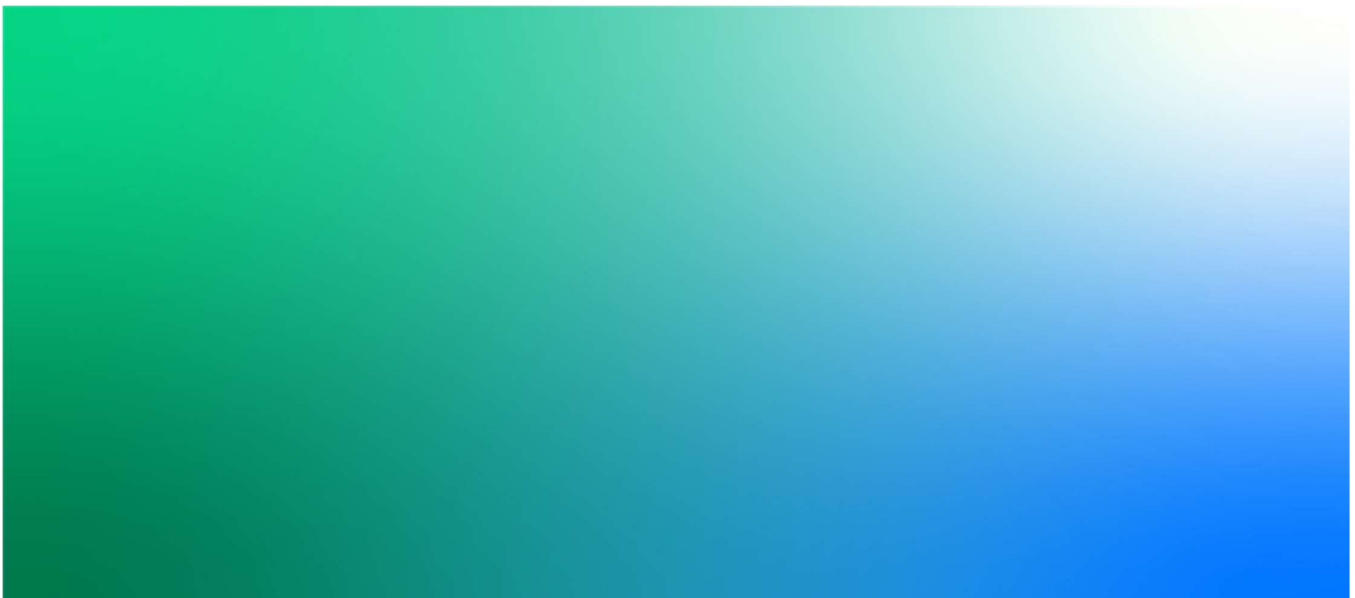
Open Space 2021	A strategy to protect, look after and expand the Edinburgh's network of green spaces for the next five years.
Edinburgh Core Path Plan	The Core Paths Plan identifies a system of routes that provides the community and visitors with non-motorised access throughout the local authority area.
Central Scotland Green Network	Identified as National Development in NPF3 this aims to deliver a high-quality green network that will meet environmental, social and economic goals designed to improve people's lives, promote economic success, allow nature to flourish and help Scotland respond to the challenge of climate change.
Sustainable Edinburgh 2020	A framework for the sustainable development of Edinburgh until 2020. The vision is: "Edinburgh in 2020 will be a low carbon, resource efficient city, delivering a resilient local economy and vibrant flourishing communities in a rich natural setting."
Edinburgh 2030 Sustainability Strategy (forthcoming)	A framework for the sustainable development of Edinburgh until 2030 and to support achieving a carbon neutral Edinburgh by 2030.
Edinburgh's Sustainable Energy Action Plan 2015 - 2020 (2016)	Sets out an approach to reduce carbon emissions through better use and generation of energy, including through increased use of electric vehicles. The vision is that Edinburgh will transform its energy use by reducing demand, more efficient transmission and use, and encouraging local generation.
City of Edinburgh Council Carbon Management Plan 2015/16 to 2020/21	This plan sets out a programme for the reduction of carbon emissions within the City of Edinburgh Council's own activities.
Edinburgh Economy Strategy 2018	Sets out priorities and actions to be taken by the Council and partners over the next five years from 2018 to deliver the strategy's aim to enable good growth for the Edinburgh economy.
City Vision 2050	Sets out the emerging new 2050 vision for Edinburgh with four emerging themes: An Inspired City, a Thriving City, A Connected City and a Fair City.



City Mobility Plan Strategic Environmental Assessment
Appendix C Consultation Responses

22 January 2020

The City of Edinburgh Council



Appendix C. Consultation Responses

Section of Report	Comment	Response
Historic Environment Assessment		
Table 1	A new Historic Environment Policy for Scotland will be launched to the public on the 5th of April 2019 and formal adoption of the policy will be on the 1st of May, when it replaces the current Historic Environment Scotland Policy Statement (2016).	Policy review has been updated
Table 1	You should also take cognisance of Our Place in Time (2014), which is Scotland's strategy for the historic environment. It sets out a shared vision of how our historic environment can be understood, valued, cared for and enjoyed.	Policy review has been updated
Baseline	Consider rewording the World Heritage Site section, as the way is currently phrased implies that the Edinburgh Old and New Town WHS takes precedence over the Forth Bridge WHS.	Baseline text has been amended
Baseline	The Inventory of Gardens and Designed Landscapes is maintained solely by Historic Environment Scotland.	Baseline text has been amended
SEA Framework	Consider cumulative effects in relation to two other major projects, Edinburgh City Centre Transformation and a Low Emission Zone for Edinburgh, which are being developed in conjunction with the CMP.	<p>Cumulative effects have been considered throughout the proposed policy development (intra – plan) and the inter-plan (the impact of the plan alongside other plans and policies) focusing on possible proposals in the City Centre Transformation Strategy and City Plan 2030.</p> <p>The Low Emission Zone has been assessed as a specific intervention within the proposed plan and the cumulative effects of implementing the LEZ in combination with the other policies is considered as part of the intra plan cumulative assessment.</p>
SEA Framework	It would have been helpful for you to set out your approach to assessing reasonable alternatives as this is a key part of the assessment process. Sections 3.21-3.24 of the Scottish Government's SEA Guidance	Our approach to alternatives has been set out with section 4.5 of the draft Environmental Report

	(https://www.gov.scot/publications/strategic-environmental-assessment-guidance/) provide advice on the consideration of alternatives.	
Consultation	We consider that the consultation period commences on receipt of the relevant documents by the SEA Gateway.	Noted
Scottish Natural Heritage		
Key Facts	Discuss the assessment with colleagues leading on City Plan 2030.	Assessment has been undertaken and reviewed in discussion with other team leads in City of Edinburgh Council including City Plan 2030 team.
Relationships with other plans, programmes and strategies	<p>Following amendments suggested:</p> <p>Habitats Regulation - Change in terminology from Natura to European as they will no longer be considered part of the Natura 2000 network after the UK leaves the EU.</p> <p>The Environmental Objectives for the Habitats Regulations state that they “require that plans and projects are subject to an appropriate assessment of their implications for Natura sites.” As appropriate assessment is one stage of the assessment of implications, we suggest that this is amended to “require that plans and projects are subject to Habitats Regulations Appraisal of their implications for European sites.”</p> <p>Pollinator Strategy for Scotland 2017-2027 – change location</p> <p>We suggest that the Pollinator Strategy is included under the Biodiversity, Flora and Fauna topic heading.</p> <p>The Pollinator Strategy aims to make Scotland a more pollinator friendly place, addressing recent significant declines in these important species. The nature of transport infrastructure and the proposal that the City Mobility Plan plays a role in <i>‘Improving our streets, gardens, spaces and places’</i> makes this strategy highly relevant.</p>	Policy review has been amended.

Baseline	Remove SNH from 'Inventory of Gardens and Designed Landscapes'	Baseline text has been amended
Table 3	<p><u>Land and Soil</u></p> <p>The implications for the CMP are described as being related to transport's impact on "soil quantity and quality." It may be useful, particularly for identifying mitigation in later stages of assessment, to briefly describe what these detrimental impacts may be, such as direct loss to construction, compaction and sealing and loss of biodiversity.</p> <p><u>Landscape</u></p> <p>As currently worded, the Environmental Problem for the CMP under the Landscape topic focuses on construction. In places, particularly in relation to important sites and their setting and context, operation and use of transport infrastructure may also present environmental problems.</p> <p><u>Material assets</u></p> <p>We note that the Environmental Problem for the CMP in relation to Material Assets gives an overview of mode types but doesn't include problems encountered by those walking for all or part of their journey. Some of the issues encountered by this user group can be seen in public engagement on the City Centre Transformation project. These included need for pavement widening, number and timing of signalised crossings and safety implications of having pedestrians and cyclists sharing space.</p> <p><u>Human Health</u></p> <p>The Integrated Impact Assessment (IIA) may capture this but we suggest that it may be useful to expand slightly on this Environmental Problem, noting the role that modal shift can play in decreasing social isolation and improving mental as well as physical health.</p>	<p>Text added to evolution of environmental baseline section of the report.</p> <p>Updated text to include operation.</p> <p>Problems encountered by walkers and cyclist have been addressed under Human Health.</p> <p>It is considered that this will be better covered within the IIA. A copy of the IIA will be issued alongside the Draft Environmental Report to allow for cross reference.</p>
SEA Framework	As the City Mobility Plan is closely aligned with the Edinburgh City Centre Transformation project, the Low Emission Zone and also with the emerging City Plan 2030 we suggest that consideration of cumulative and synergistic	Cumulative effects have been considered throughout the proposed policy development (intra – plan) and the inter-plan (the impact of the plan alongside other plans and

	effects between these plans and strategies would form a useful part of the assessment. In recommending this we note the differing timescales of these plans and strategies and would welcome assessment <i>as far as is possible</i> at this time.	<p>policies) focusing on possible proposals in the City Centre Transformation Strategy and City Plan 2030.</p> <p>The Low Emission Zone has been assessed as a specific intervention within the proposed plan and the cumulative effects of implementing the LEZ in combination with the other policies is considered as part of the intra plan cumulative assessment.</p>
SEA Framework HRA	Section 7 also includes an overview of Habitats Regulations Appraisal (HRA), stating that <i>“Article 6(3) of the Habitats Directive states that a Habitats Regulations Appraisal (HRA) will be required where there is likely to be significant effect upon a Natura 2000 site.”</i> We advise that the legislation requires appropriate assessment where likely significant effect has been established. This means that HRA is required in order to establish whether there is a likely significant effect or not. We suggest that, for clarity, the Environmental Report should state that <i>“Article 6(3) of the Habitats Directive states that any plan or project that is likely to have a significant effect on a European site shall be subject appropriate assessment of its implications for the site.”</i>	Habitat Regulation Appraisal text has been updated in Section 2.4 in the draft Environmental Report
Scottish Environmental Protection Agency		
Relationship with other PPS	Some of the PPS included have themselves been subject to SEA. Where this is the case you may find it useful to prepare a summary of the key SEA findings that may be relevant to the [insert title of PPS undergoing current assessment]. This may assist you with data sources and environmental baseline information and also ensure the current SEA picks up environmental issues or mitigation actions which may have been identified elsewhere.	Noted
SEA Framework	The scoping report does not appear to address any alternatives to the City Mobility Plan which are being considered. Any reasonable alternatives identified during the preparation of the plan should be assessed as part of the SEA process and the findings of the assessment should inform the choice of the preferred option. This should be documented in the Environmental Report.	Our approach to alternatives has been set out with section 4.5 of the draft Environmental Report.

Monitoring	It would be helpful if the Environmental Report included a description of the measures envisaged to monitor the significant environmental effects of the plan.	The draft Environmental Report will signpost the approach to monitoring with the full monitoring framework presented in the Post Adoption Statement.
Figure 2	<p><u>Environment. Improved built & natural environment. “Reduce transport’s CO2 emissions.”</u></p> <p>We would suggest rewording this to “reduce transport emissions” rather than focussing on CO2, as transport is the predominant source of air pollutants in the UK which have a negative impact on the natural and built environment. ‘Reducing air pollution’ includes and gives equal weighting to reducing CO2.</p> <p><u>Society. Improved health, wellbeing & safety. “Reduce local pollutant emissions” etc.</u></p> <p>A main objective has to be to improving human health through promoting an increase in active mobility.</p> <p>Noise and impacts to air quality have similar sources, known health impacts and inequality issues. They could be addressed together: “reduce noise levels and air pollution associated with transport”. On the other hand leaving them separate allows for investigating in-combination impacts with such local sources as biomass and space-heating. A third option is to increase the objectives: noise and air quality associated with transport; in-combination impacts of different sources of noise and impacts on air quality.</p> <p><u>Economy. Responsible & sustainable economic growth.</u></p> <p>You may want to consider adding ‘improve connectivity between public transport hubs and active transport routes’.</p> <p>It may also be worth considering EV infrastructure (charge points) for cars, buses, taxis, etc.</p>	SEA objectives have been amended.
Table 1	Adding in as many local PPS as possible ensures there is cross policy assessment within the local authority.	Policy review has been updated

Table 1	<p>Include Cleaner Air for Scotland 2015 ('CAFS') under Air. Reference both domestic and EU requirements separately.</p> <p>Add Scottish government's Climate Change Plan under Climate.</p>	Policy review has been updated
Table 1	We think there should be a full list of CED policies that provides some level of connection.	Policy review has been updated
Baseline	<p><u>Air and Climatic Factors</u></p> <p>The proposed information could be expanded, especially considering that CEC has a sustainability strategy which will cover energy usage and therefore linkage to energy reduction schemes or similar. There should also be full access to a full range of traffic data to help identify connectivity, particularly sustainable connectivity.</p>	Baseline text has been amended
	<p><u>AQMA</u></p> <p>Additionally, there is very little information contained here compared to other media (land, water, soil) and habitats. There is no mention of CEC air quality action plan, which includes specific measures the council is taking forward to improve AQ within the AQMAs. The council is updating the action plan in 2019 and this should be considered here as implementation of the action plan should reduce air pollution across the city and work towards meeting compliance with the AQ objectives within the existing AQMAs.</p>	Baseline text has been amended.
	<p><u>Land and Soil.</u></p> <p>It would be useful to have maps and specific locations for the vacant and derelict sites.</p>	Baseline map provided
	<p><u>Water</u></p> <p>It would be useful also to consider canals and watercourses (including the proposed realignment of the Gogar Burn) in terms of routes for actual and potential active travel both within the city boundary and connecting to neighbouring areas.</p>	Baseline text has been amended

	<u>Public Transport Infrastructure.</u> Traffic data. CEC has a rich data source collected as part of the LEZ development, this includes bus routes, key traffic corridors.	Baseline text has been updated
	<u>Noise Management Areas</u> We think these could usefully be mapped and characterised.	Baseline text has been amended
P21	<u>“An emerging public health priority”</u> CEC’s Air Quality Action Plan and LAQM work should be mentioned. Implementation of measures contained within the plan has contributed to an improvement in AQ across the city, although areas of poor air quality remain. The plan is due to be reviewed in 2019. More info can be found in CEC’s annual progress report 2018 or by contacting environmental health.	Policy review has been updated
Table 3	<u>“Transport is a significant contributor to....”</u> This is one reason why there needs to be links to other PPS responsible for carbon reduction programmes. Transport Scotland has set out the plan to decarbonise the fleet by 2050. CEC should link in to how they will contribute towards these PPS objectives within the remit of the CMP.	Baseline text updated
Table 3	<u>“6 AQMAs in place... “</u> This is not accurate. Five AQMAs for NO2, one AQMA for annual PM10. See previous comment on the matter. This should be clarified: NO2 is more of an issue in Edinburgh than particulates and the hourly objective is exceeded in some AQMAs (City Centre and St John’s Rd) as well as the annual.	Text has been amended
Table 4	The LEZ is only one tool to reduce emissions, other PPS should drive towards further reduction measures and should aim to demonstrate the contributions made to ensure that reductions continue and that objectives are delivered. Reducing the need and desire to use private vehicle is essential to reducing overall emissions, while at the same time taking steps towards decarbonisation of the fleet is essential.	The Low Emission Zone has been assessed as a specific intervention within the proposed plan and the cumulative effects of implementing the LEZ in combination with the other policies is considered as part of the intra plan cumulative assessment. The SEA assessment recognises that to ensure a reduction in admissions a co-ordinated approach across all policies is required.
Table 4	<u>“Implementation of more Air Quality Management Areas”</u> Should this be ‘designation’ rather than ‘implementation’?	Text has been amended

Table 5	<p><u>Air quality and climatic factors</u></p> <p>“Affect the NOx and....” Actions within the plan should not increase the emissions of NOx or PM, and early mitigation measures should be identified. The number of AQMAs should not be increased.</p> <p>“Assist in meeting AQMA targets”.</p> <p>We would suggest:</p> <ol style="list-style-type: none"> 1. Assist in meeting air quality objectives within AQMAs 2. Support measures outlined the council's Air Quality Action Plan <p>It is important the council's AQ action plan is considered in the SEA process as it is the main mechanism for achieving compliance with AQ objectives. The CMP must not render actions outlined in the plan unworkable.</p> <p>“Affect GHG emissions” and “support reductions in GHG emissions”</p> <p>We are not sure if these should be separated. The aim is to reduce GHG emissions. Another criterion could be to look at the use of sustainable energy source.</p>	SEA objectives have been amended.
Table 5	<p><u>Material assets</u></p> <p>“Support or lead to enhanced maintenance activity” is duplicated. Perhaps this should be:</p> <p>support sustainable travel infrastructure.</p> <p>support decarbonisation of the transport infrastructure</p>	SEA objectives have been amended
Table 5	<p><u>Population and human health</u></p>	SEA objectives have been amended

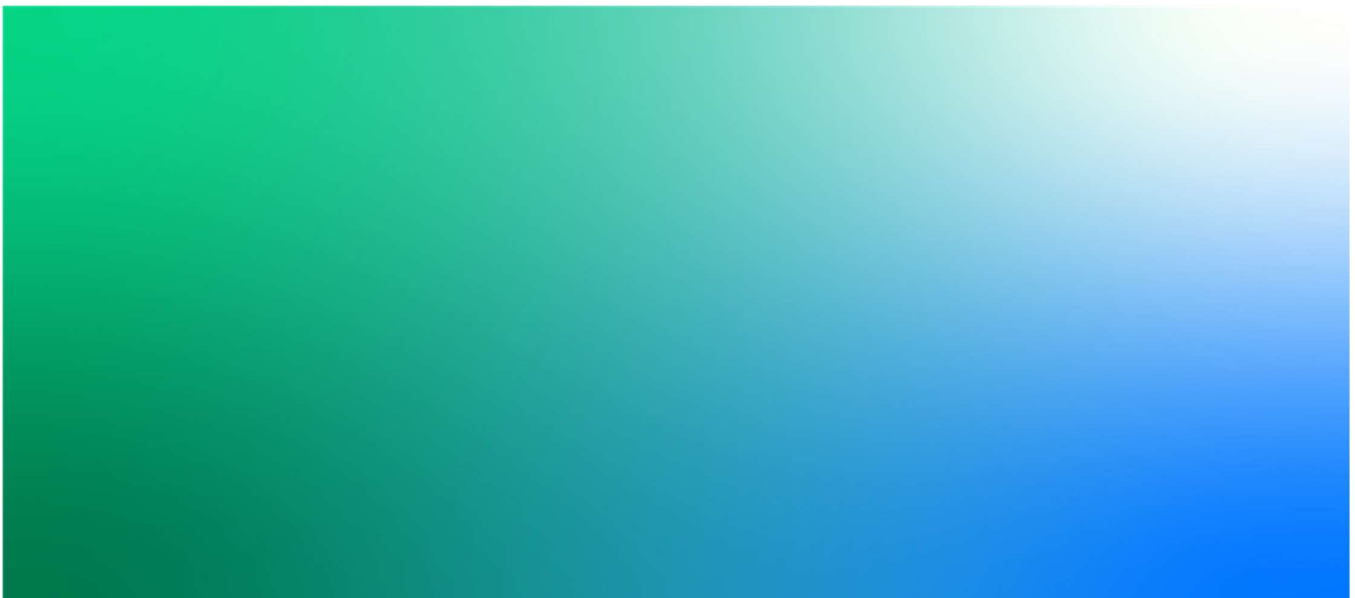
	<p>We think “minimise noise and vibration related to the transport network” should be “Minimise air pollution, noise and vibration related to the transport system”</p> <p>We think “protect sensitive receptors from excessive noise and vibration” should be “protect sensitive receptors from excessive noise, vibration and poor air quality”.</p> <p>We think “improve safe and sustainable access to new and/ or existing employment sites” should be expanded to include new and/or existing residential areas.</p> <p>“Result in significant noise increases above those currently experienced, in particular within designated Noise Management Areas”. We believe this should be expanded to include: “Result in significant air pollution above concentrations currently experienced, in particular within designated AQMAs.”</p>	
--	--	--



City Mobility Plan Strategic Environmental Assessment
Appendix D High-level SEA Assessment

22 January 2020

The City of Edinburgh Council



SEA Objectives

Number	SEA Topics	SEA Objectives	Assessment Criteria - will the policy/action....
1	Air Quality and Climatic factors	To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change	Contribute to reducing emissions and particulates of key pollutants to air from road transport? Contribute towards a reduction NOx and PM levels, in particular within AQMA areas Assist in meeting air quality objectives within AQMA's Support measures outlined in the council's air quality action plan support reductions in GHG emissions support access to active and sustainable transport options Encourage the provision of low/zero carbon technologies? Promote and facilitate modal shift to active and sustainable transport options
2	Land and soil	Protect valuable land resources and minimise detrimental effects of land use change	impact upon important geodiversity features encroach on Greenbelt/valuable greenfield areas protect prime agricultural land and carbon-rich peat soils
3	Water	Prevent the deterioration and where possible, enhance the status of the water environment and reduce/manage flood risk in a sustainable way	Maintain and enhance the resilience of existing and planned transport infrastructure protect water quality within the CMP region Contribute to reducing emissions and particulates of key pollutants to water from road transport? Support network resilience to anticipated extreme weather events and climate change? Promote the avoidance of flood risk?
4	Landscape	Protect and, where appropriate enhance the landscape and visual amenity and distinctiveness of the areas.	avoid impact on landscape/townscape character and/ or visual amenity of sensitive receptors help to maintain or enhance landscape/townscape character improve sustainable access to open space and the countryside
5	Biodiversity, flora and fauna	Protect and enhance the natural environment including the condition and management objectives of designated sites, protected species and green infrastructure including green and blue networks	support delivery of wider CEC environmental objectives/ obligations avoid adverse effects on integrity of European Protected Sites and/ or Species (e.g. Natura sites) avoid or minimise impact on any other designated or priority sites or species
6	Material assets	Improve and enhance the existing transport network	support or lead to reduced congestion support or lead to enhanced maintenance activity
7	Population and human health	Improve accessibility, health and quality of life for Edinburgh's population and for all city users.	increase provision of walking and cycling facilities and reduce severance or other detriment to existing walking and cycling routes improve links between CEC Core Path Networks improve social inclusion and accessibility to healthcare services improve safe and sustainable access to new and/ or existing education facilities improve safe and sustainable access to new and/ or existing employment sites and/or existing residential areas result in any adverse impacts to sensitive receptors and/or residential areas result in significant noise increases above those currently experienced, in particular within designated Noise Management Areas Result in significant air pollution above concentrations currently experienced, in particular within designated AQMA's
8	Cultural heritage & historic environment	"Protect and, where appropriate, enhance the historic environment Protect and, where appropriate, enhance use of, and access to, the cultural and historic environment for all."	impact on designated and non-designated historic sites, places and spaces improve accessibility to all townscape including historic sites, places and spaces and Improve access to and understanding of the historic environment? Respect / respond to the historic urban spatial structure / plan of the city?

SEA Scoring System to Establish Likely Significant Effects

Score	Description	Symbol
Significant Positive Effect	The proposed option/policy contributes significantly to the achievement of the SEA objective.	++
Minor Positive Effect	The proposed option/policy contributes to the achievement of the SEA objective but not significantly.	+
Negligible Effect	The proposed option/policy is related to but does not have any significant effect on the achievement of the SEA objective	0
Minor Negative Effect	The proposed option/policy detracts from the achievement of the SEA objective but not significantly.	-
Significant Negative Effect	The proposed option/policy detracts significantly from the achievement of the objective. Mitigation is therefore required.	--
Uncertain Effect	The proposed option/policy has an uncertain relationship to the SEA objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.	?
No relationship	There is no clear relationship between the proposed option/policy and the achievement of the SEA objective or the relationship is negligible.	~

SEA of Package 1: Enhancing Public Transport

Initial measures: Public Transport

- Extend the existing tram line, and develop additional tram lines (Regional)
- Increase capacity at existing park and ride sites
- Development of new Park and Ride interchanges (Regional)
- Integration of bus and tram operations (Regional)
- Integrated timetabling across public transport services (Regional)
- Smart integrated payments across public transport services (Regional)
- Develop more flexible far options for public transport trips e.g. off-peak, one-hour tickets, free child travel, group travel (Regional)
- New bus priority corridors (Regional)
- Orbital bus routes serving key locations and areas with low public transport access (Regional)
- Improve public transport access to, and between, town centres
- Improve public transport to rural west Edinburgh
- Explore alternative opportunities to serve areas poorly served by public transport e.g. mobility as a service, on demand transport (Regional)
- Broaden the public transport offering to also encompass non-timetabled shared mobility services e.g. bike hire, car clubs/pooling, taxi sharing

Final measures: Enhancing Public Transport

1. Ensure collaboration and integration across Transport for Edinburgh, Lothian Buses and Edinburgh Trams. We will review how we can improve strategy, planning and operations across these companies and deliver the joined up and comprehensive public transport system the city needs.
 2. Carry out a strategic review of the bus network to improve accessibility, integration and public transport efficiency and to reduce/remove congestion in the city centre. By changing the traditional radial nature of bus routes fewer buses will need to pass through the city centre.
 3. Expand the tram/mass rapid transport network to the north and south of the city as well as to Newhaven and explore the potential to extend routes to the west of the city and into Fife, West, Mid and East Lothian.
 4. Support rail capacity increases and high-speed rail as one of the most popular modes of travel into and out of Edinburgh. Work with operators and with Network Rail towards capacity increases to allow for greater passenger numbers on the Scottish rail network. Deliver the emerging Waverly station masterplan.
 5. Ensure that investment in an up to date, safe, environmentally-friendly and fully accessible public transport fleet serves the city.
 6. Strengthen partnerships with the taxi trade and car sharing partners to accelerate the introduction of no carbon and no emissions vehicles, integrate taxi ranks with public transport hubs and manage the introduction of new technology to improve safety, standards and accessibility.
 7. Review the existing bus garages in the context of park and ride and transport hubs to optimise options for the movement and storage of vehicles when not in service.
 8. Introduce Selective Vehicle Detection and/or other bus priority measures to allow traffic signals to enhance bus movement and further support.
- We will continue to:
9. Ensure Smart contactless payment is enhanced and made more flexible and seek its introduction across all public transport and operators. We will also encourage the introduction of flexible fares, including child and group concessions, off-peak and point to point options.
 10. Review the use of dedicated bus lanes to improve bus journey times and timetable reliability by reducing delays from other traffic.
 11. Support the City Car Club and City Bike hire initiative to ensure a choice of modes of moving for different needs and journeys including integration with the public transport system in location and charging. We are introducing e-bikes to enhance the bike hire option and will continue to assess technological improvements to the service.
 12. Support the retention of the Forth Road Bridge as a dedicated public transport and active travel route.
 13. Continue to invest in strategically placed transport hubs on the edge of the city where pubic transport (tram, bus, rail, air) can integrate with cars and can make the transition to Electric Vehicles (EV).
 14. Continue to provide modern shelters with better accessibility and safety while also reducing street clutter and an upgraded bus tracker system to provide better information to passengers.

Public Transport Summary	
Assessment summary	The introduction of enhanced public transport measures is expected to have a minor positive effect on air quality and landscape. Significant positive effects are expected on material assets and population and human health. The package is not expected to affect the land and soil, water, biodiversity and cultural heritage objectives.
Cumulative Effect	Overall this package is expected to have a minor positive but not significant effect on the SEA objectives.
Recommendations/comments	There may be an opportunity to improve social inclusion through orbital bus routes. This should be included as a consideration in planning these routes - for example, planning to improve public transport uptake by people with impaired mobility or disadvantaged communities (refer to Indices of Multiple Deprivation).
	Any new infrastructure associated with this package may be subject to Environmental Impact Assessment, depending on its size and location.
	Explore opportunities to incorporate renewable energy into any new public transport infrastructure or use renewable fuels in public transport.
	Package could refer to improving storage for bicycles on trams, trains and buses.
	Package could refer to emerging technologies relevant to the vehicles (alternative fuels), ticketing and live departure times.
	Consider referring to the quality of public transport, to make it a more attractive option.
	Consider referring to any aspirations for private/public ownership proportions, and also potential references to relevant subsidies or grants for public transport, for example, for alternative fuels.
	Remove reference to environmentally-friendly and consider 'low carbon' or 'low emission'.
	Expand on 'accessibility' to specifically refer to disabled access and vulnerable users.
	Consider specifically referring to improving connections to the areas of deprivation (naming them) shown on the recently circulated 'Development and Public Transport Access' map.
	Any new infrastructure should aim to improve sustainable drainage and pollutant filtration.
	Detailed Assessment required: Tram extension.
Clarifications/uncertainties	No clarification or uncertainties identified.

SEA Objective	SEA Guide Questions	Initial Package Score	Commentary (including indirect, direct and cumulative)	Recommendations	Final Package Score	Revised Commentary	Revised Recommendations/Detailed Assessment required
1. Air quality and climatic factors: To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change.	Will the CMP contribute to reducing emissions and particulates of key pollutants to air from road transport? Will the CMP contribute towards a reduction NOx and PM levels, in particular within AQMA areas? Will the CMP assist in meeting air quality objectives within AQMA's? Will the CMP support measures outlined in the councils air quality action plan? Will the CMP support reductions in GHG emissions? Will the CMP support access to active and sustainable transport options? Will the CMP encourage the provision of low/zero carbon technologies? Will the CMP promote and facilitate modal shift to active and sustainable transport options?	+	Improving the public transport network and encouraging greater use of the network through more flexible services, improved accessibility and integrated fares and ticketing is likely to lead to a reduction in air pollution from private vehicles. However, where the public transport network is not improved, there may still be use of private cars, which may lead to a neutral or minor negative impacts. Overall, the package has scored a minor positive.		+	The final measures are not expected to alter the score for the package for air quality. Therefore, the package has scored a minor positive overall.	No revised recommendations
2. Land and soil: Protect valuable land resources and minimise detrimental effects of land use change	Will the CMP impact upon important geodiversity features? Will the CMP encroach on Greenbelt/valuable greenfield areas? Will the CMP protect prime agricultural land and carbon-rich peat soils?	0	The introduction of the public transport measures such as smart integrated payments, flexible fare options and integrated timetabling is not likely to significantly affect land and soil resources.		0	The final measures are not expected to alter the score for the package for land and soil. Therefore, the package has scored a negligible effect overall.	No revised recommendations
3. Water: Prevent the deterioration and where possible, enhance the status of the water environment and reduce/manage flood risk in a sustainable way.	Will the CMP maintain and enhance the resilience of existing and planned transport infrastructure? Will the CMP protect water quality within the CMP region? Will the CMP contribute to reducing emissions and particulates of key pollutants to water from road transport? Will the CMP support network resilience to anticipated extreme weather events and climate change? Will the CMP promote the avoidance of flood risk?	0	The introduction of the public transport measures such as smart integrated payments, flexible fare options and integrated timetabling is not likely to significantly affect water resources.	Any new infrastructure should aim to improve sustainable drainage and pollutant filtration	0	The final measures are not expected to alter the score for the package for water. Therefore, the package has scored a negligible effect overall.	No revised recommendations
4. Landscape: Protect and, where appropriate enhance the landscape and visual amenity and distinctiveness of the areas.	Will the CMP avoid impact on landscape/townscape character and/or/ visual amenity of sensitive receptors? Will the CMP help to maintain or enhance landscape/townscape character? Will the CMP improve sustainable access to open space and the countryside?	+	Improving the public transport network and encouraging greater use of the network through more flexible services, improved accessibility and integrated fares and ticketing is likely to lead to a reduction in the use of private vehicles. This is likely to improve the visual amenity and townscape of the city. However, extension of tram and bus routes could also be seen as adversely affecting the landscape. Therefore, the package is scored a minor positive overall.	Any new infrastructure associated with this package may be subject to Environmental Impact Assessment (including landscape and visual impacts) depending on their size and location	+	The final measures are not expected to alter the score for the package for landscape. Therefore, the package has scored a minor positive overall.	No revised recommendations
5. Biodiversity, flora and fauna: Protect and enhance the natural environment including the condition and management objectives of designated sites, protected species and green infrastructure including green and blue networks.	Will the CMP support delivery of wider CEC environmental objectives/obligations? Will the CMP avoid adverse effects on integrity of European Protected Sites and/or species (Natura sites)? Will the CMP avoid or minimise impact on any other designated or priority sites or species?	0	The introduction of public transport measures is not likely to significantly affect biodiversity, flora and fauna. However, there may be minor (i.e. not significant enough to score) positive impacts on biodiversity as there would be reduced pollutant emissions from road transport, which can adversely affect priority sites or species.	Project-level Environmental Impact Assessments may be required for some new developments associated with this package e.g. extension or addition of tram lines. These will include an assessment of potential impacts on biodiversity and any requirements of the Habitats Regulations and need for avoidance or mitigation measures.	0	The final measures are not expected to alter the score for the package for biodiversity. Therefore, the package has scored a negligible effect overall.	No revised recommendations
6. Material assets: Improve and enhance the existing transport network	Will the CMP support or lead to reduced congestion? Will the CMP support or lead to enhanced maintenance activity?	++	Improving the public transport network and encouraging greater use of the network through more flexible services, improved accessibility and integrated fares and ticketing is likely to lead to less congestion on the roads due to a fewer number of cars. New bus routes servicing areas with current low public transport access will lead to reduced car use in more remote parts of the city. Therefore, the package has scored a significant positive overall.		++	The final measures are not expected to alter the score for the package for material assets. Therefore, the package has scored a significant positive effect overall.	No revised recommendations
7. Population and human health: Improve accessibility, health and quality of life for Edinburgh's population and for all city users.	Will the CMP increase provision of walking and cycling facilities and reduce severance or other detriment to existing walking and cycling routes? Will the CMP improve links between CEC Core Path Networks? Will the CMP improve social inclusion and accessibility to healthcare services? Will the CMP improve safe and sustainable access to new and/or existing employment sites and/or existing residential areas? Will the CMP result in any adverse impacts to sensitive receptors and/or residential areas? Will the CMP result in significant noise increases above those currently experienced, in particular within designated Noise Management Areas? Will the CMP result in significant air pollution above concentrations currently experienced, in particular within designated AQMA's?	++	Improving the public transport network will promote sustainable mass-transit opportunities for people to access work, education, social activities, healthcare and other services. It is likely that the quality of life will improve for the citizens of Edinburgh. A reduction in traffic will improve air quality and reduce noise impacts on human health. Therefore, the package has scored a significant positive overall.	There may be an opportunity to improve social inclusion through orbital bus routes. This should be included as a consideration in planning these routes - for example, planning to improve public transport uptake by people with impaired mobility or low incomes. Public transport routes should also link up with Core Path network, cycle routes and recreational areas.	++	The final measures are not expected to alter the score for the package for population and human health. Therefore, the package has scored a significant positive effect overall.	No revised recommendations

8. Cultural heritage & historic environment: Protect and, where appropriate, enhance the historic environment. Protect and, where appropriate, enhance use of, and access to, the cultural and historic environment for all.	Will the CMP impact on designated and non-designated historic sites, places and spaces? Will the CMP improve accessibility to all townscapes including historic sites, places and spaces? Will the CMP improve access to and understanding of the historic environment? Will the CMP respect/respond to the historic urban spatial structure/plan of the city?	0	The introduction of the public transport measures such as developing new park and ride interchanges and increasing capacity at park and rides is not likely to significantly affect the cultural heritage and historic environment. These measures would be focused outside the city centre and any indirect impacts on the historic environment are unlikely to occur.	Project-level Environmental Impact Assessments may be required for some new developments associated with this package e.g. extension or addition of tram lines. These will include an assessment of potential impacts on cultural heritage and mitigation if required.	0	The final measures are not expected to alter the score for the package for cultural heritage. Therefore, the package has scored a negligible effect overall.	No revised recommendations
---	---	---	---	--	---	--	----------------------------

SEA of Package 1: Enhancing Public Transport

Initial measures: Public Transport

- Extend the existing tram line, and develop additional tram lines (Regional)
- Increase capacity at existing park and ride sites
- Development of new Park and Ride interchanges (Regional)
- Integration of bus and tram operations (Regional)
- Integrated timetabling across public transport services (Regional)
- Smart integrated payments across public transport services (Regional)
- Develop more flexible far options for public transport trips e.g. off-peak, one-hour tickets, free child travel, group travel (Regional)
- New bus priority corridors (Regional)
- Orbital bus routes serving key locations and areas with low public transport access (Regional)
- Improve public transport access to, and between, town centres
- Improve public transport to rural west Edinburgh
- Explore alternative opportunities to serve areas poorly served by public transport e.g. mobility as a service, on demand transport (Regional)
- Broaden the public transport offering to also encompass non-timetabled shared mobility services e.g. bike hire, car clubs/pooling, taxi sharing

Final measures: Enhancing Public Transport

1. Ensure collaboration and integration across Transport for Edinburgh, Lothian Buses and Edinburgh Trams. We will review how we can improve strategy, planning and operations across these companies and deliver the joined up and comprehensive public transport system the city needs.
 2. Carry out a strategic review of the bus network to improve accessibility, integration and public transport efficiency and to reduce/remove congestion in the city centre. By changing the traditional radial nature of bus routes fewer buses will need to pass through the city centre.
 3. Expand the tram/mass rapid transport network to the north and south of the city as well as to Newhaven and explore the potential to extend routes to the west of the city and into Fife, West, Mid and East Lothian.
 4. Support rail capacity increases and high-speed rail as one of the most popular modes of travel into and out of Edinburgh. Work with operators and with Network Rail towards capacity increases to allow for greater passenger numbers on the Scottish rail network. Deliver the emerging Waverly station masterplan.
 5. Ensure that investment in an up to date, safe, environmentally-friendly and fully accessible public transport fleet serves the city.
 6. Strengthen partnerships with the taxi trade and car sharing partners to accelerate the introduction of no carbon and no emissions vehicles, integrate taxi ranks with public transport hubs and manage the introduction of new technology to improve safety, standards and accessibility.
 7. Review the existing bus garages in the context of park and ride and transport hubs to optimise options for the movement and storage of vehicles when not in service.
 8. Introduce Selective Vehicle Detection and/or other bus priority measures to allow traffic signals to enhance bus movement and further support.
- We will continue to:
9. Ensure Smart contactless payment is enhanced and made more flexible and seek its introduction across all public transport and operators. We will also encourage the introduction of flexible fares, including child and group concessions, off-peak and point to point options.
 10. Review the use of dedicated bus lanes to improve bus journey times and timetable reliability by reducing delays from other traffic.
 11. Support the City Car Club and City Bike hire initiative to ensure a choice of modes of moving for different needs and journeys including integration with the public transport system in location and charging. We are introducing e-bikes to enhance the bike hire option and will continue to assess technological improvements to the service.
 12. Support the retention of the Forth Road Bridge as a dedicated public transport and active travel route.
 13. Continue to invest in strategically placed transport hubs on the edge of the city where pubic transport (tram, bus, rail, air) can integrate with cars and can make the transition to Electric Vehicles (EV).
 14. Continue to provide modern shelters with better accessibility and safety while also reducing street clutter and an upgraded bus tracker system to provide better information to passengers.

Public Transport Summary	
Assessment summary	The introduction of enhanced public transport measures is expected to have a minor positive effect on air quality and landscape. Significant positive effects are expected on material assets and population and human health. The package is not expected to affect the land and soil, water, biodiversity and cultural heritage objectives.
Cumulative Effect	Overall this package is expected to have a minor positive but not significant effect on the SEA objectives.
Recommendations/comments	There may be an opportunity to improve social inclusion through orbital bus routes. This should be included as a consideration in planning these routes - for example, planning to improve public transport uptake by people with impaired mobility or disadvantaged communities (refer to Indices of Multiple Deprivation).
	Any new infrastructure associated with this package may be subject to Environmental Impact Assessment, depending on its size and location.
	Explore opportunities to incorporate renewable energy into any new public transport infrastructure or use renewable fuels in public transport.
	Package could refer to improving storage for bicycles on trams, trains and buses.
	Package could refer to emerging technologies relevant to the vehicles (alternative fuels), ticketing and live departure times.
	Consider referring to the quality of public transport, to make it a more attractive option.
	Consider referring to any aspirations for private/public ownership proportions, and also potential references to relevant subsidies or grants for public transport, for example, for alternative fuels.
	Remove reference to environmentally-friendly and consider 'low carbon' or 'low emission'.
	Expand on 'accessibility' to specifically refer to disabled access and vulnerable users.
	Consider specifically referring to improving connections to the areas of deprivation (naming them) shown on the recently circulated 'Development and Public Transport Access' map.
	Any new infrastructure should aim to improve sustainable drainage and pollutant filtration.
	Detailed Assessment required: Tram extension.
Clarifications/uncertainties	No clarification or uncertainties identified.

SEA Objective	SEA Guide Questions	Initial Package Score	Commentary (including indirect, direct and cumulative)	Recommendations	Final Package Score	Revised Commentary	Revised Recommendations/Detailed Assessment required
1. Air quality and climatic factors: To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change.	Will the CMP contribute to reducing emissions and particulates of key pollutants to air from road transport? Will the CMP contribute towards a reduction NOx and PM levels, in particular within AQMA areas? Will the CMP assist in meeting air quality objectives within AQMA's? Will the CMP support measures outlined in the councils air quality action plan? Will the CMP support reductions in GHG emissions? Will the CMP support access to active and sustainable transport options? Will the CMP encourage the provision of low/zero carbon technologies? Will the CMP promote and facilitate modal shift to active and sustainable transport options?	+	Improving the public transport network and encouraging greater use of the network through more flexible services, improved accessibility and integrated fares and ticketing is likely to lead to a reduction in air pollution from private vehicles. However, where the public transport network is not improved, there may still be use of private cars, which may lead to a neutral or minor negative impacts. Overall, the package has scored a minor positive.		+	The final measures are not expected to alter the score for the package for air quality. Therefore, the package has scored a minor positive overall.	No revised recommendations
2. Land and soil: Protect valuable land resources and minimise detrimental effects of land use change	Will the CMP impact upon important geodiversity features? Will the CMP encroach on Greenbelt/valuable greenfield areas? Will the CMP protect prime agricultural land and carbon-rich peat soils?	0	The introduction of the public transport measures such as smart integrated payments, flexible fare options and integrated timetabling is not likely to significantly affect land and soil resources.		0	The final measures are not expected to alter the score for the package for land and soil. Therefore, the package has scored a negligible effect overall.	No revised recommendations
3. Water: Prevent the deterioration and where possible, enhance the status of the water environment and reduce/manage flood risk in a sustainable way.	Will the CMP maintain and enhance the resilience of existing and planned transport infrastructure? Will the CMP protect water quality within the CMP region? Will the CMP contribute to reducing emissions and particulates of key pollutants to water from road transport? Will the CMP support network resilience to anticipated extreme weather events and climate change? Will the CMP promote the avoidance of flood risk?	0	The introduction of the public transport measures such as smart integrated payments, flexible fare options and integrated timetabling is not likely to significantly affect water resources.	Any new infrastructure should aim to improve sustainable drainage and pollutant filtration	0	The final measures are not expected to alter the score for the package for water. Therefore, the package has scored a negligible effect overall.	No revised recommendations
4. Landscape: Protect and, where appropriate enhance the landscape and visual amenity and distinctiveness of the areas.	Will the CMP avoid impact on landscape/townscape character and/or/ visual amenity of sensitive receptors? Will the CMP help to maintain or enhance landscape/townscape character? Will the CMP improve sustainable access to open space and the countryside?	+	Improving the public transport network and encouraging greater use of the network through more flexible services, improved accessibility and integrated fares and ticketing is likely to lead to a reduction in the use of private vehicles. This is likely to improve the visual amenity and townscape of the city. However, extension of tram and bus routes could also be seen as adversely affecting the landscape. Therefore, the package is scored a minor positive overall.	Any new infrastructure associated with this package may be subject to Environmental Impact Assessment (including landscape and visual impacts) depending on their size and location	+	The final measures are not expected to alter the score for the package for landscape. Therefore, the package has scored a minor positive overall.	No revised recommendations
5. Biodiversity, flora and fauna: Protect and enhance the natural environment including the condition and management objectives of designated sites, protected species and green infrastructure including green and blue networks.	Will the CMP support delivery of wider CEC environmental objectives/obligations? Will the CMP avoid adverse effects on integrity of European Protected Sites and/or species (Natura sites)? Will the CMP avoid or minimise impact on any other designated or priority sites or species?	0	The introduction of public transport measures is not likely to significantly affect biodiversity, flora and fauna. However, there may be minor (i.e. not significant enough to score) positive impacts on biodiversity as there would be reduced pollutant emissions from road transport, which can adversely affect priority sites or species.	Project-level Environmental Impact Assessments may be required for some new developments associated with this package e.g. extension or addition of tram lines. These will include an assessment of potential impacts on biodiversity and any requirements of the Habitats Regulations and need for avoidance or mitigation measures.	0	The final measures are not expected to alter the score for the package for biodiversity. Therefore, the package has scored a negligible effect overall.	No revised recommendations
6. Material assets: Improve and enhance the existing transport network	Will the CMP support or lead to reduced congestion? Will the CMP support or lead to enhanced maintenance activity?	++	Improving the public transport network and encouraging greater use of the network through more flexible services, improved accessibility and integrated fares and ticketing is likely to lead to less congestion on the roads due to a fewer number of cars. New bus routes servicing areas with current low public transport access will lead to reduced car use in more remote parts of the city. Therefore, the package has scored a significant positive overall.		++	The final measures are not expected to alter the score for the package for material assets. Therefore, the package has scored a significant positive effect overall.	No revised recommendations
7. Population and human health: Improve accessibility, health and quality of life for Edinburgh's population and for all city users.	Will the CMP increase provision of walking and cycling facilities and reduce severance or other detriment to existing walking and cycling routes? Will the CMP improve links between CEC Core Path Networks? Will the CMP improve social inclusion and accessibility to healthcare services? Will the CMP improve safe and sustainable access to new and/or existing employment sites and/or existing residential areas? Will the CMP result in any adverse impacts to sensitive receptors and/or residential areas? Will the CMP result in significant noise increases above those currently experienced, in particular within designated Noise Management Areas? Will the CMP result in significant air pollution above concentrations currently experienced, in particular within designated AQMA's?	++	Improving the public transport network will promote sustainable mass-transit opportunities for people to access work, education, social activities, healthcare and other services. It is likely that the quality of life will improve for the citizens of Edinburgh. A reduction in traffic will improve air quality and reduce noise impacts on human health. Therefore, the package has scored a significant positive overall.	There may be an opportunity to improve social inclusion through orbital bus routes. This should be included as a consideration in planning these routes - for example, planning to improve public transport uptake by people with impaired mobility or low incomes. Public transport routes should also link up with Core Path network, cycle routes and recreational areas.	++	The final measures are not expected to alter the score for the package for population and human health. Therefore, the package has scored a significant positive effect overall.	No revised recommendations

8. Cultural heritage & historic environment: Protect and, where appropriate, enhance the historic environment. Protect and, where appropriate, enhance use of, and access to, the cultural and historic environment for all.	Will the CMP impact on designated and non-designated historic sites, places and spaces? Will the CMP improve accessibility to all townscapes including historic sites, places and spaces? Will the CMP improve access to and understanding of the historic environment? Will the CMP respect/respond to the historic urban spatial structure/plan of the city?	0	The introduction of the public transport measures such as developing new park and ride interchanges and increasing capacity at park and rides is not likely to significantly affect the cultural heritage and historic environment. These measures would be focused outside the city centre and any indirect impacts on the historic environment are unlikely to occur.	Project-level Environmental Impact Assessments may be required for some new developments associated with this package e.g. extension or addition of tram lines. These will include an assessment of potential impacts on cultural heritage and mitigation if required.	0	The final measures are not expected to alter the score for the package for cultural heritage. Therefore, the package has scored a negligible effect overall.	No revised recommendations
---	---	---	---	--	---	--	----------------------------

SEA of Package 2: People Friendly Streets

Initial measures: Walking and Cycling

- Strategic cycle routes across the city, and into neighbouring authorities (Regional)
- Cycle facilities along main arterial routes
- Secure bike storage/lockers
- Strategic walking network connecting the city/town/local centres with other key destinations
- Pedestrian only areas on city centre
- Pedestrian priority in city/town/local centres
- Accessible streets e.g. dropped kerbs, wheelchair accessible footways, and accessible road crossings
- Manage signal timings to reduce waiting times for pedestrians, especially in high footfall areas
- Increase the number of safe/accessible road crossings across the city
- Increase footway widths, especially in high footfall areas
- Speed limit reductions and enforcement
- Prioritise safety improvements to the most vulnerable groups of road users identified through incident analysis

Initial measures: Optimising Our Streets

- Explore regional consolidation centres to rationalise delivery vehicles (Regional)
- Explore the use of Park and Ride sites for freight consolidation, and the use of trams to bring freight into the city (Regional)
- Explore micro distribution centres supporting last mile delivery hubs (Regional)
- Explore last mile deliveries involving electric vans/cargo bikes, or other ultra-low emission vehicles (Regional)
- Low Emission Zone targeting the most polluting vehicles across a broad area of the city
- Explore shared mobility alternatives to car ownership e.g. Mobility as a Service, car sharing, and car clubs (Regional)
- Strategic roll-out of electric vehicles charging infrastructure for a range of user groups
- Area-based loading and unloading restrictions e.g. off-peak times, vehicle size/type
- Area-based travel plans to address localised mobility issues
- Understand travel movements in the city e.g. traffic/behaviour surveys
- Mobility education and awareness campaigns e.g. road safety, air quality, health, travel choices/marketing communications tailored to specific user groups to influence travel behaviours (Regional)
- Explore the development of a city operations centre to oversee traffic movements on key routes across the city

Final measures: People Friendly Streets

15. Implement and review the Low Emission Zone scheme and supporting measures to reduce emissions from transport.
16. Develop and expand strategic walking and cycling networks and facilities to serve and connect key destinations across the city.
17. Create direct, segregated cycling routes along main arterial roads whilst also using quiet road and traffic free routes.
18. Review the capacity and use of existing and new active travel routes and implement changes to mitigate conflict between those walking, wheeling and cycling on shared footways and other shared spaces.
19. Support continued growth of EV and the switch to cleaner vehicles through a comprehensive network of charging infrastructure and the monitoring of developments in other vehicle technologies including hydrogen cells which might be important to powering Edinburgh’s transport in the future.
20. Deliver a combination of rapid, fast and slow on-street charging points by 2023 at strategic locations around the city including in the city centre, in high-density residential areas outside the centre and at Park and Ride sites to influence car commuter travel patterns.
21. Explore speed limit reductions on all non 20mph roads in the city. We will review all 40mph speed limits within Edinburgh, with a view to potentially reducing limits to 30mph. We will also review the potential to further expand the 20mph network across the city. We will continue to:
22. Prioritise resources to improve the safety of the most vulnerable people using our streets, as identified through collision analysis.
23. Ensure accessibility for those walking, wheeling and cycling by designing, adapting and maintaining paths and routes to accommodate all needs and abilities.
24. Where possible, adapt existing paths and routes to ensure access for all by taking into account a range of factors that can impede users with reduced mobility including route widths, gradients, clutter, barriers and surfacing.
25. Ensure streets are designed and maintained in accordance with the Edinburgh Design Guidance and the Transport Asset Management Plan.
26. Manage vehicle access and traffic in the city centre and town centres and residential areas, creating more space for people rather than vehicles and opportunities for greener and more liveable places for people in the city, where vehicles are less dominant. This could be achieved through managing access for certain types of vehicle, or all forms of traffic, passing through areas all day or at specific times of day.
27. Apply and enforce parking, waiting and loading restrictions whilst allowing effective access for businesses and people with mobility difficulties.
28. Seek to rationalise, coordinate and integrate freight and goods vehicles and deliveries in the city, including edge of town goods consolidation centres, micro distribution centres in the city, click and collect hubs in communities to support walking and cycling deliveries deliveries and access restrictions and emissions standards to control vehicle types.
29. Explore mobility hubs in major new developments to accommodate public transport and other forms of shared mobility and to enable co-ordinated deliveries.
30. Ensure robust monitoring and evaluation of travel behaviour and traffic through regular and consistent data gathering and innovation and explore the development of a city operations centre to oversee street operations across the city.
31. Develop a city operations centre to proactively and predictively manage our streets and public spaces to minimise disruption and ensure public safety. Such a centre would harness smart technology to more effectively coordinate information information and resources across organisations with responsibilities for street operations across the city.
32. Prioritise traffic light control to benefit public transport, pedestrians and cyclists.
33. Research and harness future technology innovations and digital connectivity including supporting the development of connected and autonomous vehicles.
34. Tackle issues associated with parked vehicles obstructing footways, crossing points, roads and junctions. From 2021, the Transport (Scotland) Bill will grant Scottish council’s additional powers to enforce footway parking, double parking and parking at dropped crossings.
35. Continue to develop marketing communication and travel information approaches to promote specific messages and influence a switch to more sustainable modes of travel.

People Friendly Streets Summary	
Assessment summary	The introduction of various people friendly streets measures is expected to have a minor positive effect on water and material assets. Significant positive effects are expected on air quality, landscape and population and human health. The package is not expected to affect the land and soil, biodiversity and cultural heritage SEA objectives.
Cumulative Effect	Overall this package is expected to have a minor positive but not significant effect on the SEA objectives.
Recommendations/comments	Any new walking and cycling infrastructure should aim to improve sustainable drainage and pollutant filtration.
	Link package to any city-wide green infrastructure plans.
	Specifically refer to how walking and cycling network will link with public transport hubs/ routes.
	Consider making reference to multiple benefits of green infrastructure which can be used for walking and cycling but with other benefits, such as amenity, reduced noise and air pollution, shading, climate change adantation etc.
	Consider referring to the bike hire scheme, as discussed in the Enhanced Public Transport package.

	Recommendation to remove policy 29 from People Friendly Streets, as it is a duplication of policy 44 in Planning New Developments, where it is considered to be more relevant.
	Detailed Assessment required: Develop a Low Emission Zone to target the most polluting vehicles in the city and accelerate the uptake of cleaner vehicles.
Clarifications/uncertainties	Identification of pedestrian only and pedestrian priority areas in the city. Are these all new plans or are some areas already in place? How well do they link employment and housing, link up with green infrastructure, provide or link up with key transport routes etc.

SEA Objective	SEA Guide Questions	Initial Package Score	Commentary (including indirect, direct and cumulative)	Recommendations	Final Package Score	Revised Commentary	Revised Recommendations/Detail ed Assessment required
1. Air quality and climatic factors: To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change.	Will the CMP contribute to reducing emissions and particulates of key pollutants to air from road transport? Will the CMP contribute towards a reduction NOx and PM levels, in particular within AQMA areas? Will the CMP assist in meeting air quality objectives within AQMA's? Will the CMP support measures outlined in the councils air quality action plan? Will the CMP support reductions in GHG emissions? Will the CMP support access to active and sustainable transport options? Will the CMP encourage the provision of low/zero carbon technologies? Will the CMP promote and facilitate modal shift to active and	+	The introduction of various walking and cycling measures is likely to encourage more active travel and a reduction in reliance of private cars. This is likely to improve local air quality and support GHG reductions. Depending on the extent of the measures, it is possible that private cars may still be used or be diverted to other parts of the city, which may lead to minor negative impacts. Therefore, the package is scored a minor positive overall.		++	Due to the combination of two initial packages (Optimising our Streets and Walking and Cycling) into one package (People Friendly Streets). The effect on air quality is expected to change to be significantly positive overall.	No revised recommendations
2. Land and soil: Protect valuable land resources and minimise detrimental effects of land use change	Will the CMP impact upon important geodiversity features? Will the CMP encroach on Greenbelt/valuable greenfield areas? Will the CMP protect prime agricultural land and carbon-rich peat soils?	0	The introduction of walking and cycling measures such as secure bike storage, signal timings and speed restrictions are unlikely to significantly affect land and soil resources.		0	It is acknowledged that there is the potential for a positive effect on land and soil as the development of mobility hubs is concentrated in certain areas. However, the final measures are not expected to significantly alter the score for the package for land and soil. Therefore, the package has scored a negligible effect overall.	Recommendation to remove policy 29 from People Friendly Streets, as it is a duplication of policy 44 in Planning New Developments where it is considered to be more relevant.
3. Water: Prevent the deterioration and where possible, enhance the status of the water environment and reduce/manage flood risk in a sustainable way.	Will the CMP maintain and enhance the resilience of existing and planned transport infrastructure? Will the CMP protect water quality within the CMP region? Will the CMP contribute to reducing emissions and particulates of key pollutants to water from road transport? Will the CMP support network resilience to anticipated extreme weather events and climate change? Will the CMP promote the avoidance of flood risk?	+	The introduction of various walking and cycling measures is likely to reduce the amount of GHGs in the atmosphere and key pollutants from road run-off which can affect water quality. Therefore, the package is scored a minor positive overall.	Any new walking and cycling infrastructure should aim to improve sustainable drainage and pollutant filtration	+	The final measures are not expected to alter the score for the package for water. Therefore, the package has scored a minor positive effect overall.	No revised recommendations
4. Landscape: Protect and, where appropriate enhance the landscape and visual amenity and distinctiveness of the areas.	Will the CMP avoid impact on landscape/townscape character and/or/ visual amenity of sensitive receptors? Will the CMP help to maintain or enhance landscape/townscape character? Will the CMP improve sustainable access to open space and the countryside?	++	The introduction of walking and cycling measures is likely to reduce the number of private cars across the city, which is likely to improve visual amenity, townscape and also facilitate public realm improvements. Therefore, the package scores a significant positive overall.		++	The final measures are not expected to alter the score for the package for landscape. Therefore, the package has scored a significant positive effect overall.	No revised recommendations
5. Biodiversity, flora and fauna: Protect and enhance the natural environment including the condition and management objectives of designated sites, protected species and green infrastructure including green and blue networks.	Will the CMP support delivery of wider CEC environmental objectives/obligations? Will the CMP avoid adverse effects on integrity of European Protected Sites and/or species (Natura sites)? Will the CMP avoid or minimise impact on any other designated or priority sites or species?	0	The introduction of walking and cycling measures is not likely to significantly affect biodiversity, flora and fauna. However, there may be minor (i.e. not significant enough to score) positive impacts on biodiversity as there would be fewer carbon emissions associated with walking and cycling, which can adversely affect priority sites or species.		0	The final measures are not expected to alter the score for the package for biodiversity. Therefore, the package has scored a negligible effect overall.	No revised recommendations
6. Material assets: Improve and enhance the existing transport network	Will the CMP support or lead to reduced congestion? Will the CMP support or lead to enhanced maintenance activity?	+	The introduction of walking and cycling measures would require improvements to cycle facilities and access to streets. It is likely that this would lead to an improvement to the existing transport network. However, having pedestrian-only areas in the network could displace traffic congestion to other parts of the city. Therefore, the package is scored a minor positive overall.		+	The final measures are not expected to alter the score for the package for material assets. Therefore, the package has scored a minor positive effect overall.	No revised recommendations

<p>7. Population and human health: Improve accessibility, health and quality of life for Edinburgh's population and for all city users.</p>	<p>Will the CMP increase provision of walking and cycling facilities and reduce severance or other detriment to existing walking and cycling routes? Will the CMP improve links between CEC Core Path Networks? Will the CMP improve social inclusion and accessibility to healthcare services? Will the CMP improve safe and sustainable access to new and/or existing employment sites and/or existing residential areas? Will the CMP result in any adverse impacts to sensitive receptors and/or residential areas? Will the CMP result in significant noise increases above those currently experienced, in particular within designated Noise Management Areas? Will the CMP result in significant air pollution above concentrations currently experienced, in particular within designated AQMA's?</p>	++	<p>The introduction of walking and cycling measures contributes to health improvements, as active travel reduces adverse health effects such as obesity. Modal shift away from private cars reduces air and noise pollution which also has a positive impact on human health. Speed limit enforcement, secure bike storage and safety improvements to vulnerable groups of road users is likely to improve quality of life and human health. Therefore, the package scores a significant positive overall.</p>	<p>Specifically refer to how walking and cycling network will link with public transport hubs/ routes</p>	++	<p>The final measures are not expected to alter the score for the package for population and human health. Therefore, the package has scored a significant positive effect overall.</p>	<p>No revised recommendations</p>
<p>8. Cultural heritage & historic environment: Protect and, where appropriate, enhance the historic environment. Protect and, where appropriate, enhance use of, and access to, the cultural and historic environment for all.</p>	<p>Will the CMP impact on designated and non-designated historic sites, places and spaces? Will the CMP improve accessibility to all townscapes including historic sites , places and spaces? Will the CMP improve access to and understanding of the historic environment? Will the CMP respect/respond to the historic urban spatial structure/plan of the city?</p>	0	<p>The introduction of walking and cycling measures is not likely to significantly affect cultural heritage. However, there may be minor (i.e. not significant enough to score) positive impacts on accessibility to some heritage assets depending on where strategic cycle routes are placed.</p>		0	<p>It is acknowledged that there is the potential for a positive effect on the setting of cultural heritage assets from a number of policies. However, the final measures are not expected to significantly alter the score for the package for cultural heritage. Therefore, the package has scored a negligible effect overall.</p>	<p>Clarification of the definition of mobility hubs and the potential location.</p>

SEA of Package 3: Planning New Developments

Initial measures:

- Explore opportunities to support new mobility solutions through developer funding e.g. bike hire, car sharing, public transport hubs
- Manage car ownership/use through the planning process e.g. parking levels based on site accessibility, street design layouts
- Prioritise dense developments close to shops/services or on public transport and active travel corridors to reduce travel distances and car reliance
- Freight consolidation centres/logistics zones to manage the volume of large vehicles entering the city (REGIONAL)
- Hubs with services in major new residential developments to support shared mobility, public transport, deliveries, and flexible remote working

Final measures:

36. Ensure the creation of dense mixed-use developments to support public transport and reduce the need to travel.
37. Prioritise brownfield development, reducing urban sprawl which can create travel demand that is often met by private car use.
38. Strengthen public transport integration to more effectively serve the growing city region including strategic development areas, Park and Ride interchanges and areas poorly served by public transport.
39. Integrate services and amenities into new development to reduce travel distances and the need to travel.
40. Ensure site permeability and deliver high quality streets in new developments from the outset that prioritise walking, cycling and access to public transport.
41. Manage the level of parking in and around new developments based on current and planned levels of walking, cycling and public transport access and the capacity of surrounding streets, and include requirements for car club, electric vehicles and bike hire provision.
42. Explore alternative access improvements to areas poorly served by public transport including community transport, mobility as a service and supported bus services.
43. Improve existing, and create new and enhanced, stops and transport interchanges across the city to better enable connections between services and modes.
44. Explore the feasibility of mobility hubs in major new developments to accommodate public transport and other forms of shared mobility and to enable co-ordinated deliveries.’
45. Require travel plans for major new developments, workplaces, schools and other major trip generators, to include modal targets and effective monitoring. Travel plans monitor the travel behaviour of target groups (residents, schools, workplaces) and provide information on travel choices available while setting modal targets.
46. Provide access for loading/unloading and servicing without compromising street quality or conditions for pedestrians, cyclists and public transport users.

Planning New Developments Summary	
Assessment summary	The introduction of 'planning new developments' measures is expected to have a minor positive effect on air quality, water, landscape and biodiversity. Significant positive effects are expected on land and soil, material assets and population and human health. There are uncertain effects of the package on cultural heritage.
Cumulative Effect	Overall this package is expected to have a minor positive but not significant effect on the SEA objectives.
Recommendations/comments	There is a need to ensure sustainable transport infrastructure, including public transport hubs which should be in place when new developments are ready to be used (co-ordinated timing).
	Any new infrastructure should aim to improve sustainable drainage and pollutant filtration.
	Link package to any city-wide green infrastructure plans, as well as public realm spaces/ projects, recreation and play areas.
	Cross-reference the most relevant spatial development plans, to ensure a co-ordinated approach to planning.
	The prioritisation of dense developments near to shops, services and transport connections should also consider the proximity of the Core Path Network and public and recreational spaces for leisure activities.
	The package should refer to how climate change adaptation will be planned for, particularly for any new infrastructure - for example, resilience to flooding, extreme temperature, storminess.
	This package could cross-reference land use planning in relation to helping implement the other packages – for example, land use planning for public transport and people friendly streets.
	This package could potentially refer to land use planning for new or emerging technologies, for example, electric vehicle charging infrastructure (optimising our streets package), mass transit, autonomous vehicles or prioritised parking/ lanes for electric/ hybrid vehicles.
	This package could refer to encouraging employers/businesses to introduce or extend flexible working patterns.
Clarifications/uncertainties	This package could specifically refer to how transport planners and spatial planners will work together.
	Do we know the feasibility or approximate location of any new mobility hubs?

SEA Objective	SEA Guide Questions	Initial Package Score	Commentary (including indirect, direct and cumulative)	Recommendations	Final Package Score	Revised Commentary	Revised Recommendations/Detailed Assessment required
1. Air quality and climatic factors: To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change.	Will the CMP contribute to reducing emissions and particulates of key pollutants to air from road transport? Will the CMP contribute towards a reduction NOx and PM levels, in particular within AQMA areas? Will the CMP assist in meeting air quality objectives within AQMA's? Will the CMP support measures outlined in the councils air quality action plan? Will the CMP support reductions in GHG emissions? Will the CMP support access to active and sustainable transport options? Will the CMP encourage the provision of low/zero carbon technologies? Will the CMP promote and facilitate modal shift to active and sustainable transport options?	+	The introduction of mobility solutions, management of car ownership, reduced travel distances, freight consolidation zones and hubs with services near major new residential developments is likely to deter usage of private vehicles and overall car reliance. This should lead to a corresponding decrease in air pollution across the Edinburgh Council area. Therefore, the package has scored a minor positive overall.	Ensure sustainable transport infrastructure, including public transport hubs, are in place when new developments are ready to be used (co-ordinated timing).	+	The final measures are not expected to alter the score for the package for air quality. Therefore, the package has scored a minor positive overall.	No revised recommendations.
2. Land and soil: Protect valuable land resources and minimise detrimental effects of land use change	Will the CMP impact upon important geodiversity features? Will the CMP encroach on Greenbelt/valuable greenfield areas? Will the CMP protect prime agricultural land and carbon-rich peat soils?	++	Effective integrated land use and mobility planning can prevent cities from becoming dispersed and polarised. Concentrating infrastructure and environmental costs could prevent large areas of land becoming affected by construction of transport infrastructure and car dominated developments. This should lead to reduced detrimental effects on land use change. Therefore, the		++	The final measures are not expected to alter the score for the package for land and soil. Therefore, the package has scored a significant positive	No revised recommendations.
3. Water: Prevent the deterioration and where possible, enhance the status of the water environment and reduce/manage flood risk in a sustainable way.	Will the CMP maintain and enhance the resilience of existing and planned transport infrastructure? Will the CMP protect water quality within the CMP region? Will the CMP contribute to reducing emissions and particulates of key pollutants to water from road transport? Will the CMP support network resilience to anticipated extreme weather events and climate change? Will the CMP promote the avoidance of flood risk?	+	Integrated land use planning is likely to reduce widespread construction across the city. This is likely to reduce flood risk, as natural drainage patterns are less likely to be affected by dispersed development and impermeable surfaces. Therefore, the package has scored a minor positive overall.	Any new infrastructure should aim to improve sustainable drainage and pollutant filtration	+	The final measures are not expected to alter the score for the package on water. Therefore, the package has scored a minor positive effect overall.	No revised recommendations.

4. Landscape: Protect and, where appropriate enhance the landscape and visual amenity and distinctiveness of the areas.	Will the CMP avoid impact on landscape/townscape character and/or/ visual amenity of sensitive receptors? Will the CMP help to maintain or enhance landscape/townscape character? Will the CMP improve sustainable access to open space and the countryside?	+	The introduction of mobility solutions, management of car ownership, reduced travel distances, freight consolidation centres, logistics zones and hubs with services near major new residential development is likely to deter the usage of private vehicles, which is expected to improve visual amenity and enhance townscape. Therefore, the package has scored a positive overall. However, the location of any new freight consolidation centres, logistics zones or hubs needs to be sympathetic to landscape considerations.	Any new freight consolidation centres, logistics zones or hubs may be subject to Environmental Impact Assessment (including landscape and visual impacts) depending on their size and location	+	The final measures are not expected to alter the score for the package on landscape. Therefore, the package has scored a minor positive effect overall.	No revised recommendations.
5. Biodiversity, flora and fauna: Protect and enhance the natural environment including the condition and management objectives of designated sites, protected species and green infrastructure including green and blue networks.	Will the CMP support delivery of wider CEC environmental objectives/obligations? Will the CMP avoid adverse effects on integrity of European Protected Sites and/or species (Natura sites)? Will the CMP avoid or minimise impact on any other designated or priority sites or species?	+	Effective integrated land use and mobility planning can prevent cities from becoming dispersed and polarised. Concentrating infrastructure could prevent large areas of natural environment, including designated sites and protected species, from becoming affected by construction of transport infrastructure and car dominated developments. This should lead to reduced detrimental effects on biodiversity, flora and fauna. Therefore, the package has scored a positive overall. However, the location of any new freight consolidation centres or hubs needs to consider potential impacts on	Project-level Environmental Impact Assessments may be required for some new developments associated with this package e.g. construction of freight consolidation centres. These will include an assessment of potential impacts on biodiversity and any requirements of the Habitats Regulations and need for avoidance or mitigation measures.	+	The final measures are not expected to alter the score for the package on biodiversity. Therefore, the package has scored a minor positive effect overall.	No revised recommendations.
6. Material assets: Improve and enhance the existing transport network	Will the CMP support or lead to reduced congestion? Will the CMP support or lead to enhanced maintenance activity?	++	The introduction of mobility solutions, management of car ownership, reduced travel distances, freight consolidation zones and hubs with services near major new residential development is likely to deter the usage of private vehicles, which is expected to reduce congestion as there will be fewer vehicles on the road. Therefore, the package has scored a significant positive overall.	Ensure sustainable transport infrastructure, including public transport hubs, are in place when new developments are ready to be used (co-ordinated timing).	++	The final measures are not expected to alter the score for the package on material assets. Therefore, the package has scored a significant positive effect overall.	No revised recommendations.
7. Population and human health: Improve accessibility, health and quality of life for Edinburgh's population and for all city users.	Will the CMP increase provision of walking and cycling facilities and reduce severance or other detriment to existing walking and cycling routes? Will the CMP improve links between CEC Core Path Networks? Will the CMP improve social inclusion and accessibility to healthcare services? Will the CMP improve safe and sustainable access to new and/or existing employment sites and/or existing residential areas? Will the CMP result in any adverse impacts to sensitive receptors and/or residential areas? Will the CMP result in significant noise increases above those currently experienced, in particular within designated Noise Management Areas? Will the CMP result in significant air pollution above concentrations currently experienced, in particular within designated AQMA's?	++	Integrated land use planning can reduce car-dominated developments and congestion which is expected to improve quality of life for citizens as well as reducing the migration of people and businesses as hubs with services will be concentrated near new major residential developments. A reduction in private vehicles on the roads will improve air quality and reduce noise impacts on human health. Therefore the package has scored a significant positive overall.	Ensure sustainable transport infrastructure, including public transport hubs, are in place when new developments are ready to be used (co-ordinated timing). Ensure access to Core Path Network and nature/ green infrastructure.	++	The final measures are not expected to alter the score for the package on population and human health. Therefore, the package has scored a significant positive effect overall.	No revised recommendations.
8. Cultural heritage & historic environment: Protect and, where appropriate, enhance the historic environment. Protect and, where appropriate, enhance use of, and access to, the cultural and historic environment for all.	Will the CMP impact on designated and non-designated historic sites, places and spaces? Will the CMP improve accessibility to all townscapes including historic sites, places and spaces? Will the CMP improve access to and understanding of the historic environment? Will the CMP respect/respond to the historic urban spatial structure/plan of the city?	?	The introduction of land use planning measures is not likely to significantly affect cultural heritage. However, dense developments could potentially affect townscape if taller buildings are part of the development. Heritage assets could also be affected by the construction of new freight consolidation centres, logistics zones or hubs.	Project-level Environmental Impact Assessments may be required for some new developments associated with this package e.g. construction of freight consolidation centres. These will include an assessment of potential impacts on cultural heritage and mitigation if required.	?	The final measures are not expected to alter the score for the package on cultural heritage. The impact of the package on cultural heriatge is uncertain.	No revised recommendations.

SEA of Package 4: Managing Demand

Initial measures:

- Increase parking charges at peak times of day to manage demand
- Outward extension of parking controls across the city
- Prevent and enforce parking in bus and cycle lanes
- Prevent and enforce pavement parking
- Introduce a Workplace Parking Levy to manage demand in key areas
- Traffic free zones, especially the city centre
- Close streets to traffic at certain times of year e.g. festival/events
- Explore the introduction of road user charging to manage demand

Final Measures:

47. Extending the coverage and operational period of parking controls in the city to manage parking availability for the benefit of residents by freeing up space from commuter parking. As well as extending the geographical extent of parking controls there may be areas where there is a need to extend the operational hours of controls, particularly where parking issues impact on use of space by local residents outwith the current periods of control. This measure will target areas of parking pressure in the city, whilst enabling better access for residents and people with mobility difficulties.
48. Reducing the level of on-street parking in areas well served by public transport whilst enabling parking for residents and people with mobility difficulties. This would be targeted at reducing car parking levels in areas with high levels of both kerbside parking and public transport services. The availability of alternative transport options to private car users would be critical to the success of this policy measure. This measure must also ensure that residents of such areas, and people with mobility difficulties have opportunities to park their car.
49. Following consultation, introducing a workplace parking levy on employers who provide more than a specific number of car parking spaces. The Council has made a commitment to this in principle and detailed criteria will be informed by survey work which is commencing shortly.
50. Continuing to manage how residents parking permits are issued based on demand, location and vehicle emissions.
51. If necessary, exploring the introduction of road user charging within the city based on a "user pays" system. This can be assessed in monitoring changes made and their effectiveness, so would be considered in the course of updates to Council on the level of success of the overall strategy and the impact of measures introduced over the early years of it. Road user charging is an effective way of reducing the number of cars in a city by encouraging drivers to switch to public transport, walking and cycling, and providing a funding to support the development of alternative mobility options.

Managing Demand Summary	
Assessment summary	The introduction of various 'managing demand' measures is expected to have minor positive effects on air quality and material assets. Significant positive effects are expected on landscape and population and human health. The package is not expected to affect the land and soil, water, biodiversity and cultural heritage objectives.
Cumulative Effect	Overall this package is expected to have a minor positive but not significant effect on the SEA objectives.
Recommendations/comments	<p>Potential adverse effects could arise where parking controls and/or street closures result in the displacement of private vehicles to other parts of the city. A transport appraisal may be required to determine the impact of displacement effects - for example, the resulting effects on air quality.</p> <p>To avoid displacement of impacts that relate to various receptors across the SEA topics, a co-ordinated approach to modal shift is required, for example, similar timing of 'managing demand' package implementation to 'enhanced public transport' and 'people friendly streets' packages.</p> <p>Consider and plan for impacts of package on businesses that are dependent on private vehicle usage (for example, emergency services and shift workers) and vulnerable groups, for example, people with impaired mobility.</p> <p>There could be a policy that covers matching bus or train size to demand (for example, during low-demand times of day and peak hours).</p>
Clarifications/uncertainties	Will traffic free zones be identified at a later stage?

SEA Objective	SEA Guide Questions	Initial Package Score	Commentary (including indirect, direct and cumulative)	Recommendations	Final Package Score	Revised Commentary	Revised Recommendations/Detailed Assessment required
1. Air quality and climatic factors: To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change.	Will the CMP contribute to reducing emissions and particulates of key pollutants to air from road transport? Will the CMP contribute towards a reduction NOx and PM levels, in particular within AQMA areas? Will the CMP assist in meeting air quality objectives within AQMA's? Will the CMP support measures outlined in the councils air quality action plan? Will the CMP support reductions in GHG emissions? Will the CMP support access to active and sustainable transport options? Will the CMP encourage the provision of low/zero carbon technologies? Will the CMP promote and facilitate modal shift to active and sustainable transport options?	+	The introduction of various parking measures, traffic free zones, street closures and road user charging is likely to deter usage of private vehicles and should lead to a corresponding increase in more sustainable modes of transport, which is likely to improve local air quality and help reduce GHG emissions. Therefore, the package has scored a minor positive overall. However, in some circumstances, private cars may still be used but divert to other parts of the city, which may lead to a neutral or minor negative impact on local air quality.	Displacement – as more detail becomes available, a transport appraisal of the demand management package should be undertaken to determine potential traffic displacement impacts on local sensitive receptors, including local air quality, historic buildings and biodiversity. To avoid potential displacement impacts, a co-ordinated and jointly timed approach to increase the uptake of sustainable transport modes is required.	+	The final measures are not expected to alter the score for the package for air quality. Therefore, the package has scored a minor positive overall.	No revised recommendations
2. Land and soil: Protect valuable land resources and minimise detrimental effects of land use change	Will the CMP impact upon important geodiversity features? Will the CMP encroach on Greenbelt/valuable greenfield areas? Will the CMP protect prime agricultural land and carbon-rich peat soils?	0	The introduction of various parking measures, traffic free zones, street closures and road user charging are unlikely to have any impacts on geodiversity features, greenbelt, agricultural land or peat. The measures will be focused on urban areas and any indirect impacts on such features are unlikely to occur.		0	The final measures are not expected to alter the score for the package for the land and soil objective. Therefore, the package has scored a negligible effect overall.	No revised recommendations
3. Water: Prevent the deterioration and where possible, enhance the status of the water environment and reduce/manage flood risk in a sustainable way.	Will the CMP maintain and enhance the resilience of existing and planned transport infrastructure? Will the CMP protect water quality within the CMP region? Will the CMP contribute to reducing emissions and particulates of key pollutants to water from road transport? Will the CMP support network resilience to anticipated extreme weather events and climate change? Will the CMP promote the avoidance of flood risk?	0	The introduction of various parking measures, traffic free zones, street closures and road user charging are unlikely to have any impacts on water quality or flood risk. The measures will be focused on urban areas and any indirect impacts on water quality or flood risk are either unlikely to occur or, in the case of road drainage, unlikely to be significant.		0	The final measures are not expected to alter the score for the package for the water objective. Therefore, the package has scored a negligible effect overall.	No revised recommendations
4. Landscape: Protect and, where appropriate enhance the landscape and visual amenity and distinctiveness of the areas.	Will the CMP avoid impact on landscape/townscape character and/or/ visual amenity of sensitive receptors? Will the CMP help to maintain or enhance landscape/townscape character? Will the CMP improve sustainable access to open space and the countryside?	++	The introduction of various parking measures, road user charges and particularly street closures is likely to significantly improve townscape character, by deterring private cars and thus reducing their impacts on townscape. It may also facilitate public realm improvements. Therefore, the package scores a significant positive overall.		++	The final measures are not expected to alter the score for the package for the landscape objective. Therefore, the package has scored a significant positive overall.	No revised recommendations
5. Biodiversity, flora and fauna: Protect and enhance the natural environment including the condition and management objectives of designated sites, protected species and green infrastructure including green and blue networks.	Will the CMP support delivery of wider CEC environmental objectives/obligations? Will the CMP avoid adverse effects on integrity of European Protected Sites and/or species (Natura sites)? Will the CMP avoid or minimise impact on any other designated or priority sites or species?	0	The introduction of various parking measures, traffic free zones, street closures and road user charging are unlikely to have any impacts on biodiversity. The measures will be focused on urban areas and any indirect impacts on biodiversity, including urban biodiversity, are either unlikely to occur, or unlikely to be significant.		0	The final measures are not expected to alter the score for the package for the biodiversity objective. Therefore, the package has scored a negligible effect overall.	No revised recommendations
6. Material assets: Improve and enhance the existing transport network	Will the CMP support or lead to reduced congestion? Will the CMP support or lead to enhanced maintenance activity?	+	The introduction of various parking measures, traffic free zones, street closures and road user charging is likely to deter usage of private vehicles and should lead to a corresponding increase in uptake of sustainable modes of transport. Therefore, the package scores a minor positive overall. This is likely to reduce congestion as there will be fewer vehicles on the road. However, in some circumstances, private cars may still be used but divert to other parts of the city, which may lead to congestion elsewhere.	Review of the Workplace Parking Levy needs to consider impacts on business with vehicle dependencies (e.g. emergency services and shift workers, night time economy workers). To avoid displacement impacts, a co-ordinated and jointly-timed approach to increasing the uptake of sustainable transport modes is required.	+	The final measures are not expected to alter the score for the package for the material assets objective. Therefore, the package has scored a minor positive effect overall.	No revised recommendations
7. Population and human health: Improve accessibility, health and quality of life for Edinburgh's population and for all city users.	Will the CMP increase provision of walking and cycling facilities and reduce severance or other detriment to existing walking and cycling routes? Will the CMP improve links between CEC Core Path Networks? Will the CMP improve social inclusion and accessibility to healthcare services? Will the CMP improve safe and sustainable access to new and/or existing employment sites and/or existing residential areas? Will the CMP result in any adverse impacts to sensitive receptors and/or residential areas? Will the CMP result in significant noise increases above those currently experienced, in particular within designated Noise Management Areas? Will the CMP result in significant air pollution above concentrations currently experienced, in particular within designated AQMA's?	+	The introduction of various parking measures, traffic free zones, street closures and road user charging is likely to deter usage of private vehicles and should lead to a corresponding increase in more sustainable modes of transport, including walking and cycling. It should also help to reduce air quality and noise impacts on human health. However, in some circumstances, private cars may still be used but divert to other parts of the city, which may lead to a neutral or minor negative impact on local air quality or noise. There are also potential impacts on vulnerable users - see recommendations.	Parking controls/road closures should still allow access to essential services (health care etc). Maintaining private vehicular access for people with impaired mobility should be considered when reducing availability of on-street parking. To avoid displacement impacts, a co-ordinated and jointly timed approach to increase the uptake of sustainable transport modes is required.	++	The introduction of on-street parking for those with mobility issues and access to parking in controlled areas for those with reduced mobility could lead to greater feelings of inclusion and reduce the impacts on the most vulnerable users. These final measures are expected to have a significant positive effect on the population and human health objective.	Previous recommendations on initial package of measures have been taken on board in the revised final measures. No further recommendations are provided.
8. Cultural heritage & historic environment: Protect and, where appropriate, enhance the historic environment. Protect and, where appropriate, enhance use of, and access	Will the CMP impact on designated and non-designated historic sites, places and spaces? Will the CMP improve accessibility to all townscapes including historic sites, places and spaces? Will the CMP improve access to and understanding of the historic environment? Will the CMP respect/respond to the historic urban spatial structure/plan of the city?	0	The introduction of demand management measures is not likely to significantly affect cultural heritage. However, there may be minor (i.e. not significant enough to score) positive impacts on accessibility to some heritage assets and the visual setting of some heritage assets, as there will be fewer cars on the streets.	To avoid displacement impacts on heritage assets, a co-ordinated and jointly timed approach to increase the uptake of sustainable transport modes is required.	0	The final measures are not expected to alter the score for the package for the cultural heritage objective. Therefore, the package has scored a negligible effect overall.	No revised recommendations