

5 Assessment of Environmental Effects

5.1 Introduction

The SEA Act requires that the Environmental Report presents the assessment and evaluation the likely significant impacts that the Local Transport will have on the environment.

It is important to recognise that the SEA focuses on Strategic level issues and does not consider detailed mitigation measures for site development and construction. Such impacts will be the focus of project level Environmental Impact Assessment (EIA).

5.2 Approach

The following elements of the Local Transport Strategy have been assessed

- Strategic Vision;
- Objectives; and
- Core Policy

An assessment will be carried out on the vision and objectives of the LTS. This will include a high level assessment considering the compatibility of both the vision and objectives against the SEA objectives shown in table 5 of this report and a significance assessment.

More detailed significance assessments will be carried out on the individual core policies to identify and assess any specific impacts likely to be associated the proposed policy. Following each stage of assessment, any potentially negative impacts will be discussed and effective recommendations for strategic, or lower-level, mitigation identified.

The key outcome of the assessments will likely include recommendations on refining the objectives and policies based on the environmental criteria considered, including indirect, secondary and cumulative impacts.

5.3 SEA Objectives and Criteria

In order to demonstrate consistency with the SEA carried out at the National Transport Strategy and Regional Transport Strategy levels we have produced a provisional list of SEA objectives that take the high level national objectives as a starting point and refine the objectives to account for more local criteria.

SEA objectives are outlined in Table 7 below.

Table 7: Objectives and Criteria

Topic	National Transport Strategy (2006) (NTS)	Regional Transport Strategy (2006) RTS	Local Transport Strategy SEA Objectives	Assessment Criteria
Biodiversity	To conserve biodiversity at all levels and accord to the protection of statutory nature conservation sites.	To minimise damage to designated wildlife/biodiversity sites and protected species	To protect and, where possible enhance the natural environment including designated sites and protected species (on a local, national and international level), and to conserve and enhance the existing environment where possible.	<ul style="list-style-type: none"> • Will the LTS result in any likely significant effects upon Special Areas of Conservation (SAC) (including candidate), Special Protection Areas (SPA) (including proposed) and Ramsar sites? • Will the LTS result in any adverse effects on Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR), Local Nature Reserves (LNR), Sites of Importance for Nature Conservation (SINC) and RSPB/SWT Reserves? • Are there likely to be impacts to any UK or European Protected Species? • Are there likely to be impacts to any priority habitats and species as identified in the UK and Local Biodiversity Action Plans?
Population and Human Health	<p>To improve the living environment for all communities, particularly through improved access to services and opportunities.</p> <p>To promote the health of the human population with improved air quality,</p>	To create conditions to improve the health of the regions of population	To promote accessibility, health and quality of life through the integration of the LTS.	<ul style="list-style-type: none"> • Does the LTS plan to increase social inclusion through increasing accessibility to services such as healthcare? • Does the LTS promote ‘healthier lifestyles’ through increased promotion and provision of walking and cycling facilities? Are there links between the LTS and the Highland Council Core Path Network Plans? • Will the LTS cause the deterioration of either the

Topic	National Transport Strategy (2006) (NTS)	Regional Transport Strategy (2006) RTS	Local Transport Strategy SEA Objectives	Assessment Criteria
	improved access to facilities and greater opportunity for engagement in physical activity.			air or water quality of the region?
Soil	To safeguard the quantity and quality of the soil resource.	To limit contamination of soils from the transport network and infrastructure development to levels that do not damage the natural systems	To promote the use of brownfield sites and the sustainable use of local sites and resources. The local ground environment and any high quality agricultural land will be protected and enhanced where possible.	<ul style="list-style-type: none"> • If LTS proposals require land-take will there be an adverse impact upon the local geodiversity of the area? • Will any prime quality agricultural land be impacted? • Will any geologically designated sites (SPA, SSSI, or Regional Important Geological Sites (RIGS)) be impacted? • Will any peatland be impacted
Water	To reduce the impact the quantity and quality of the water environment resulting from transport infrastructure.	Limit water pollution from the transport to levels that do not damage natural systems	To prevent the deterioration of the water environment (including ground and surface waters) and any associated protected sites and flood plain areas.	<ul style="list-style-type: none"> • Will the LTS policies result in a deterioration of current ground or surface waters? • Will any LTS policy result in direct impacts to flood plain areas?

Topic	National Transport Strategy (2006) (NTS)	Regional Transport Strategy (2006) RTS	Local Transport Strategy SEA Objectives	Assessment Criteria
Air Quality	To improve air quality through reducing emissions and pollution.	To keep air quality of a good standard and below national Air quality Standards in all areas	To protect and enhance the current air quality of the highland area.	<ul style="list-style-type: none"> • Will the LTS maintain or enhance current air quality throughout the region? • Will sustainable transport be promoted which will help to reduce greenhouse gas emissions? • Will the LTS policies result in Government targets for emissions being exceeded leading to the declaration of Air Quality Management Areas (AQMA)?
Climatic Factors	To reduce energy consumption and CO ₂ emissions and the associated impacts of climate change (e.g. flooding).	To help tackle climate change by minimising the increase in CO ₂ emissions from road and rail and air traffic during the life of the plan and helping to meet targets to nationally reduce overall emissions of greenhouse gases by 12.5% BY 2008-12 in comparison with the 1990 baseline	To reduce energy consumption and contribute towards a more sustainable transport infrastructure through a reduction in greenhouse gas emissions.	<ul style="list-style-type: none"> • Will the proposals reduce the reliance on private vehicle transport? Are there likely to be any conflicts with policy given the highly rural nature of the study area? • Does the LTS promote either air or ferry travel, and if so what are the climatic implications? • Will modal shift to more sustainable forms of transport be promoted? • Do LTS proposals avoid or take account of areas at risk of landslip or coastal erosion?

Topic	National Transport Strategy (2006) (NTS)	Regional Transport Strategy (2006) RTS	Local Transport Strategy SEA Objectives	Assessment Criteria
Material Assets	To manage, maintain and promote efficient use of the existing transport infrastructure and the efficient use of resources in the development of new infrastructure.		To protect and enhance existing infrastructure and promote more sustainable transport.	<ul style="list-style-type: none"> • Will the LTS avoid severance or other detriment to existing walking and cycling routes?
Cultural Heritage	To safeguard the features of the historic environment.	To preserve historic buildings archaeological sites and other culturally and historically important features	To protect and, where appropriate, enhance the historic environment of the highlands.	<ul style="list-style-type: none"> • Will the LTS result in any adverse impacts upon the cultural heritage features of the Highlands?
Landscape and Visual Amenity	To safeguard the character, diversity and unique qualities of the landscape To safeguard the quality of the visual amenity.	Avoid effects on areas of protection designated to protect visual amenity	To protect and, where possible enhance the landscape and visual amenity of the highlands.	<ul style="list-style-type: none"> • Will the LTS policies protect and where possible enhance landscape character, or visual amenity of sensitive receptors within the Highlands? • Will the LTS policies protect and where possible enhance designated areas (National Scenic Areas [NSAs] and Areas of Great Landscape Value [AGLV])?

Topic	National Transport Strategy (2006) (NTS)	Regional Transport Strategy (2006) RTS	Local Transport Strategy SEA Objectives	Assessment Criteria
Noise	To limit noise related nuisances from operation of the transport system and development of new infrastructure.	To ensure the existing levels of annoyance from noise caused by traffic do not significantly increase	To minimise noise and vibration related to the transport network, and to protect sensitive receptors from excessive noise and vibration levels.	<ul style="list-style-type: none"> • Will the LTS proposals result in any adverse impacts to sensitive receptors and/or residential areas in the Highlands? • Will there be any significant noise increase in the Highlands above those currently experienced as a result of the policies?

5.4 Approach to Alternatives

The SEA Act requires the environmental effects of reasonable alternatives to the strategy be identified, described and evaluated. It specifies that only reasonable SEA regulations do require that the environmental effects of such alternatives be considered

Scottish Transport Appraisal Guidance (STAG) advocates optioneering as a sound approach in transport appraisal, and this essentially means that alternative approaches to addressing particular issues identified are explored and assessed to enable a sound decision on which approach is best. The process of Strategic Environmental Assessment also requires evidence of how alternative approaches to plan or strategy development have been carried out, and how the environmental assessment of these alternatives has been fed through to decisions made on a way forward.

At a strategic level, it is difficult to develop meaningful alternative approaches to developing a strategy that must by its very nature meet the needs of a broad user group, and which must contribute to a broad range of transport planning objectives. However, alternative approaches that have been considered have focused on specific priority themes as follows:

Alternative strategy one – do nothing / do minimum. This is essentially a scenario of moving forward with limited intervention by the local authority in terms of policy direction or investment as presented in this LTS. It assumes existing commitments will be delivered, as existing from the Highland Council, Transport Scotland and other key transport stakeholders (e.g. transport operators). Other bodies, in particular Transport Scotland, have made policy commitments to certain investments in the region (particularly through the Strategic Transport Projects Review). However, the Highland Council feels that without an LTS which guides policies and delivery at the local level, transport investment will not be focused on where it is most needed. Furthermore, investment continues to be needed from the local authority in transport service and infrastructure delivery, particularly through the Single Outcome Agreement approach now adopted across Scotland which sees local authorities charged with playing a significant role in service planning and delivery across all sectors.

Alternative strategy two – a strategy focused on public transport and active travel i.e. sustainable modes. This strategy has a strong focus on sustainable modes (i.e.) that is modes which have a lesser environmental impact than the private car or road-based freight. It advocates priority investment in public transport services and infrastructure, as well as networks and policies to support walking and cycling in developments and communities. It performs strongly against several transport planning objectives such as those relating to social inclusion (focusing on those without access to a car), environment and health. However, the Council believes policies should also be in place to guide investment in the road network for individuals and freight to support economic growth for the region. Roads play a vital role in the transport network of the region, not least by enabling road-based public transport to operate. The condition of the road network has been a longstanding issue for the region, with many communities linked to vital services by a single lifeline route.

Alternative strategy three – a strategy focused on private transport for both individuals and businesses. This strategy has a strong focus on developing and maintaining the road network infrastructure to serve individual users and businesses, through cars, road-based public transport and business-related vehicles such as lorries. Whilst such a strategy performs well against economic development and road safety objectives, it has a lesser impact on promoting active travel and public transport services as a whole, and therefore has minimal impact on tackling the negative environmental impacts of transport, in particular vehicle related emissions. The Council feel that such a strategy has too narrowly focused to meet the needs of all transport users in the region, and moreover, to deliver the policy priorities of the Council and the Government as a whole as expressed in the National Transport Strategy.

5.4.1 Compatibility matrix of Alternatives with SEA Objectives

In Table 8 below the SEA objectives are compared against the LTS objectives.

Table 8: Compatibility Assessment of Alternatives against SEA Objectives

<p>Key</p> <p>✓✓✓ - Strongly Supports</p> <p>✓✓ - Supports</p> <p>✓ - Some Support</p> <p>o - Neutral</p> <p>x – Some Conflict</p> <p>xx - Conflicts</p> <p>xxx – Strongly Conflicts</p>	<p>Biodiversity - To protect and, where possible enhance the natural environment including designated sites and protected species (on a local, national and international level), and to conserve and enhance the existing environment where possible.</p>	<p>Population and Human Health - To promote accessibility, health and quality of life through the integration of the LTS.</p>	<p>Soil - To promote the use of brownfield sites and the sustainable use of local sites and resources. The local ground environment and any high quality agricultural land will be protected and enhanced where possible.</p>	<p>Water - To prevent the deterioration of the water environment (including ground and surface waters) and any associated protected sites and flood plain areas.</p>	<p>Air Quality - To protect and enhance the current air quality of the highland area.</p>	<p>Climatic Factors - To reduce energy consumption and contribute towards a more sustainable transport infrastructure through a reduction in greenhouse gas emissions.</p>	<p>Material Asset - To protect and enhance existing infrastructure and promote more sustainable transport.</p>	<p>Cultural Heritage - To protect and, where appropriate, enhance the historic environment of the highlands.</p>	<p>Landscape and Visual Amenity - To protect and, where possible enhance the landscape and visual amenity of the highlands.</p>	<p>Noise - To minimise noise and vibration related to the transport network, and to protect sensitive receptors from excessive noise and vibration levels.</p>
<p>An Integrated Strategy approach - proposed LTS Core Policies</p>	<p>✓✓</p>	<p>✓✓</p>	<p>✓✓</p>	<p>✓✓</p>	<p>✓✓</p>	<p>✓✓</p>	<p>✓✓</p>	<p>✓✓</p>	<p>✓✓</p>	<p>✓✓</p>
<p>Alternative Strategy one – do minimum / do nothing</p>	<p>x</p>	<p>xx</p>	<p>o</p>	<p>o</p>	<p>xx</p>	<p>xx</p>	<p>✓</p>	<p>o</p>	<p>o</p>	<p>x</p>
<p>Alternative strategy two – a strategy focused on public transport and active travel i.e. sustainable modes</p>	<p>✓</p>	<p>✓✓</p>	<p>o</p>	<p>o</p>	<p>✓✓</p>	<p>✓✓</p>	<p>✓</p>	<p>o</p>	<p>✓</p>	<p>✓✓</p>
<p>Alternative strategy three – a strategy focused on private transport for both individuals and businesses</p>	<p>✓</p>	<p>✓</p>	<p>o</p>	<p>o</p>	<p>xx</p>	<p>xx</p>	<p>✓</p>	<p>o</p>	<p>o</p>	<p>x</p>

5.4.2 Environmental Appraisal of Alternatives

Table 9 below sets out the likely environmental effects of the alternative strategies

Table 9: Significance Assessment of Alternatives against SEA Objectives

	Biodiversity	Population and Human Health	Soil	Water	Air Quality	Climatic Factors	Material Asset	Cultural Heritage	Landscape and Visual Amenity	Noise	Comments
++ Significant positive impact; + No or minimal positive impact; ? Neutral or unknown impact; - No or minimal negative impact; -- Significant negative impact											
An Integrated Strategy approach - proposed LTS Core Policies	++	++	?	?	++	++	++	+	++	++	The integrated strategy builds on all the positives from each of the alternative strategies put forward.
Alternative Strategy one – do minimum / do nothing	-	--	?	?	--	--	+	?	?	-	Alternative Strategy 1 will result in a degradation of the environment with a particular emphasis on air quality and climate change especially in urban/built-up areas
Alternative strategy two – a strategy focused on public transport and active travel i.e. sustainable modes	+	++	?	?	++	++	+	+	+	++	An anticipated modal shift to public transport will help to reduce congestion resulting in benefits to population and human health as well as air quality and climate change.
Alternative strategy three – a strategy focused on private transport for both individuals and businesses	-	-	?	?	--	--	++	?	?	-	Likely to lead to a deterioration in human health, air quality and climate change although material assets will benefit.

In summary, the Council felt that an integrated Strategy approach as represented by the proposed LTS Core Policies better met the needs of all transport users, as well as meeting the objectives set for local transport and SEA objectives.

5.4.3 The without – plan scenario

The Local Transport Strategy is set within a framework of National and Regional Strategies. Both the National Transport Strategy (NTS) and Regional Transport Strategy (RTS) contain policies which impact upon the environment, with or without the Local Transport Strategy (LTS)

If there was no Local Transport Strategy it is likely development would continue to be promoted through the NTS, RTS or through the Development Plan. This could result in infrastructure designed to service individual developments a lack of coherent guidance.

If the current local transport strategy was not updated it would be irrelevant and out of date. The council would have out of date guidelines which would not take into account legislative, economic or demographic changes.

In addition community input would be out of date and as such there would no indication of current community requirements.

5.5 Summary of Assessment of Vision and Objectives

Table 10 summaries the compatibility and significance assessments of the LTS Vision and Objectives. The detailed compatibility and significance assessment matrices can be found in Appendix C of this report.

LTS Vision	Summary of Assessment
<p>Through its Local Transport Strategy, the Highland Council seeks to enable and facilitate development and economic growth; support, include and empower communities, and create and sustainable environments in which people can live, work and travel.</p>	<p>The LTS vision sets a framework which could have benefits to biodiversity, population and human health, air quality, climate change and landscape, particularly where a modal shift to sustainable modes of transport is promoted. Impacts to cultural heritage features, water quality and noise are currently unknown although it is hoped that long-term benefits would be seen in these categories through the creation of “sustainable environments”.</p> <p>The statements in the vision require further clarification. Consider re-wording to clarify that the Council will seek “to enable and facilitate <i>sustainable</i> development and economic growth; support, include and empower communities <i>through transparent decision-making</i>; and <i>establish a transport network which supports</i> sustainable environments in which people can live, work and travel” through this strategy.</p>

LTS Objective	Summary of Assessment
<p>Economy: Provide a transport network to enable sustainable economic growth, noting the very different conditions between urban and rural locations.</p>	<p>The economic objective seeks to establish a modal shift toward sustainable modes of travel, with associated benefits to population and human health, local air quality and climate change over the long-term.</p> <p>More emphasis should be placed upon the modal shift to public transport. Consider re-wording to incorporate the following: <i>“For rural and remote areas, facilitating improvements to public transport / travel services to enable continued economic involvement”</i>.</p>
<p>Social Inclusion: Facilitate travel to enable economic / social involvement and improve access / travel choices to essential services for those without access to a private car.</p>	<p>The social inclusion objective seeks to provide equal access to a range of transport modes for all, with clear benefits to population and human health and material assets. Impacts to biodiversity, air quality, climate change, water quality and cultural heritage will depend on the mode of transport promoted in each area.</p> <p>The second sub-objective should clarify the transport mode(s) to be promoted to maintain/improve links to the Islands, to allow a more accurate assessment of significance.</p>

LTS Objective	Summary of Assessment
<p>Environment: manage / reduce the impacts of transport on the natural and built environment.</p>	<p>The environment objective does not explicitly respond to those environmental issues within the Highlands which are particularly at risk through the provision and upkeep of transport infrastructure. It also promotes the provision of new infrastructure without considering re-use or re-development of brownfield sites; this would potentially result in a range of negative environmental impacts.</p> <p>It is recommended that the sub-objectives text is altered to reflect the objectives set out within the SEA for the 10 identified SEA Environmental topics to ensure environmental benefits are embedded within the LTS.</p>
<p>Health: Increase levels of cycling walking to promote health improvement and modal shift.</p>	<p>The health objective ultimately promotes a more compact urban form, thereby reducing land-take required for new development / infrastructure provision. This will have benefits to biodiversity, cultural heritage and landscape and visual amenity. The promotion of sustainable travel methods will extend benefits to population and human health, air quality and climate factors.</p> <p>The first sub-objective should be re-worded to clarify how the provision of transport infrastructure can influence development site-selection. Consider replacing “appropriate location” with text that more clearly promotes siting new development within existing settlement networks and, specifically, to prioritise brownfield development, wherever possible, to continually safeguard greenfield sites.</p>
<p>Road Safety: Improve road safety addressing locations where road accidents are above average levels.</p>	<p>The road safety objective will have clear long-term benefits to population and human health.</p> <p>Consider extending the scope of road safety to include wildlife, particularly along the trunk road network where wildlife fatalities arise as a result of road traffic accidents.</p>
<p>Personal Safety: Address issues of perceived safety and personal security particularly where they are a barrier to walking, cycling and public transport.</p>	<p>Improving personal safety and security associated with transport could encourage the use of more sustainable modes of transport, with benefits to human health, local air quality, climate factors and material assets.</p> <p>Consider re-wording to “Address real and perceived issues relating to safety and personal security, particularly where they are a barrier to walking, cycling and public transport.”</p>

LTS Objective	Summary of Assessment
<p>Policy Integration: Identify policy overlap across Council services and with other public bodies (e.g. NHS), maximise benefits and minimise contradiction.</p>	<p>Clarifying areas of policy overlap could streamline the implementation of service and infrastructure improvements. Where common priorities are identified long-term benefits can be provided by combining resources to ensure a more efficient public transport provision and therefore reducing the reliance upon the private vehicle trips. Initially this objective will benefit the local population through identifying priorities, in the long-term more environmental benefits may be identified if a modal shift is achieved.</p> <p>Consider re-wording to <i>“Identify and clarify areas of policy overlap across Council and public body services (e.g. NHS) to minimise contradiction, maximise benefits and streamline policy implementation.”</i></p>
<p>Investment Integration: Identify benefits and opportunities of combined transport procurement for all Council services.</p>	<p>The investment integration objective will have benefits to the material asset value in the long-term.</p>
<p>Traffic reduction: Where appropriate consider targets for reducing traffic, although noting the variation in conditions and requirements between urban and rural areas.</p>	<p>The traffic reduction objective will help to contribute towards improvements to air quality and climate change whilst also reducing noise emissions over the long term, particularly in congested urban areas.</p> <p>It is recommended that the objective is re-worded to state <i>“Where appropriate, consider targets for reducing traffic and associated congestion...”</i>. The objective should also state that interventions should be delivered alongside public transport improvements to encourage a modal shift toward sustainable transport modes.</p>

Table 10: Summary of assessment of the LTS Vision and Objectives

5.6 Summary of Detailed Assessment of Core Policies

Table 11 summaries the environmental assessment of the LTS Core Policies, the detailed assessment matrices can be found in Appendix D of this report.

Table 11: Summary of Detailed Assessment of Core LTS Policies

LTS Core Policy	Summary of Assessment
CP1: Development Management Contribution to Transport	<p>Minor Positive</p> <p>Actions proposed under this policy will increase the material asset value throughout the lifespan of the strategy. Further impacts upon the environment will be dependant upon the requirements of individual development schemes; it is recommended that environmental assessments of individual schemes are undertaken to identify impacts and mitigation measures.</p>
CP2: Part 1 Road Improvement Scheme	<p>Minor Positive</p> <p>Actions proposed to address congestion issues would lead to improvements in local air quality, reduced greenhouse gas emissions and reduced noise emissions. Associated benefits would also extend to population and human health, particularly where road safety issues are addressed. At the same time, it is likely that new route options will require land-take, particularly for the provision of new trunk roads. This will likely have adverse impacts on biodiversity, soil, water quality and cultural heritage sites. It is recommended that environmental assessments of individual schemes are undertaken to identify impacts and mitigation measures.</p>
CP3: Part 2 Road Maintenance	<p>Minor Positive</p> <p>Actions proposed under this policy would benefit the material asset value throughout the lifespan of the strategy. Associated benefits could also extend to population and human health where maintenance works address existing road safety and accessibility issues. Implementation of this policy will likely result in local construction works, which could have adverse impacts on noise emissions. Further impacts upon the environment will be dependant upon the location and scope of maintenance requirements.</p> <p>Noise related to construction works should be monitored by the Council and work should be carried out in such a way to minimise noise pollution. Where necessary, this may require the Council to restrict working hours or provide other mitigation recommendations under the Control of Pollution Act 1974.</p>

LTS Core Policy	Summary of Assessment
<p>CP4: Pedestrian and Cycle Network</p>	<p>Minor Positive</p> <p>Actions proposed under this policy will have a long-term benefit to population and human health, local air quality and climate factors where it can encourage a modal shift toward sustainable transport. Further impacts upon the environment will be dependant upon the requirements of individual schemes or improvements.</p> <p>It is recommended that decisions on planning applications should consider whether site locations or street layout proposals minimise land-take required for new and major developments wherever possible. Development proposals, including active travel masterplans, should seek to identify environmental benefits or enhancements which could be delivered in line with sustainable transport proposals. Environmental assessments of individual schemes should be undertaken where appropriate to identify impacts and mitigation measures.</p> <p>Pedestrian / cycle counts, traffic counts and air quality monitoring should be undertaken to determine the cumulative benefits of policy implementation as a result of a wider modal shift toward sustainable transport modes.</p>
<p>CP5: Road based Public Transport – Part 1 Key route network</p>	<p>Minor Positive</p> <p>Actions proposed under this policy will have a long-term benefit to population and human health, local air quality and climate factors where it can encourage a modal shift toward sustainable transport. Further impacts upon the environment will be dependant upon the requirements of individual schemes or improvements.</p> <p>Further clarification is required as to how the Council intends to implement extensions to the existing bus network as a result of new development.. Environmental assessments of individual schemes should be undertaken where appropriate to identify impacts and mitigation measures.</p> <p>Passenger counts, traffic counts and air quality monitoring should be undertaken to determine the cumulative benefits of policy implementation as a result of a wider modal shift toward sustainable transport modes.</p>

LTS Core Policy	Summary of Assessment
<p>CP6: Road Based Public Transport – Part 2 Service frequency/journey times</p>	<p>Minor Positive Actions proposed under this policy will have a long-term benefit to population and human health, local air quality and climate factors where it can encourage a modal shift toward sustainable transport. Further impacts upon the environment will be dependant upon the requirements of specific improvements.</p> <p>Further clarification is required regarding specific targets and actions to be undertaken by the Council to achieve the objectives of this policy</p>
<p>CP7: Rail based Public Transport Part 1 Key Route network</p>	<p>Minor Positive Actions proposed under this policy will have a long-term benefit to population and human health, local air quality and climate factors where it can encourage a modal shift toward sustainable transport. Further impacts upon the environment will be dependant upon the requirements of specific improvements.</p> <p>Environmental assessments of specific proposals should be undertaken, particularly where the need for a new rail station or park & ride facility is established, to identify impacts and mitigation measures.</p> <p>Passenger counts, traffic counts and air quality monitoring should be undertaken to determine the cumulative benefits of policy implementation as a result of a wider modal shift toward sustainable transport modes.</p>
<p>CP8: Air Services</p>	<p>Moderate adverse Actions proposed under this policy will increase the material assets value and have associated benefits to population and human health where it improves accessibility in fragile areas. However, any increase in air traffic frequency will have adverse impacts to local air quality, climate factors generally, and noise emissions to local receptors near the airport and under flight paths. This could extend to water quality and ecology where sea planes are used. Further impacts upon the environment will be dependant upon the requirements of specific improvements.</p> <p>It is recommended that any increase in air traffic frequency is assessed in terms of its impact to noise and local and regional air quality. Where new physical development is required, sensitive design and sustainable materials should be used, where possible. Environmental assessments of individual schemes should be undertaken where appropriate to identify impacts and mitigation measures.</p>

LTS Core Policy	Summary of Assessment
<p>CP9: Ferry Services</p>	<p>Minor Positive</p> <p>Actions proposed under this policy will benefit population and human health, local air quality and climate factors, particularly where improved services improve accessibility to fragile areas and / or where it encourages a modal shift toward sustainable transport. However, adverse impacts to local water quality and ecology will arise where vessel traffic is increased in quantity or frequency. Further impacts upon the environment will be dependant upon the requirements of specific improvements.</p> <p>Environmental assessments will need to be undertaken for proposals which seek to increase the quantity or frequency of vessel traffic or where construction of new infrastructure is required, particularly for proposals within or adjacent to sites designated for water quality or ecological value. This could include undertaking an Appropriate Assessment where European-designated sites are likely to be affected. Cleaner technology should be promoted to reduce impacts where possible.</p> <p>Water quality and biodiversity (including marine habitat sites) should be regularly monitored along ferry routes throughout the life of the strategy and mitigation measures implemented where adverse impacts are identified.</p>
<p>CP10: Parking policy</p>	<p>Minor Positive</p> <p>Actions proposed under this policy will benefit local air quality and climate change where the integration of parking facilities promotes a modal shift toward sustainable transport modes. Benefits will extend to local populations through increased accessibility, particularly where improvements provide multi-modal interchange opportunities or improve arrangements for individuals with limited mobility. Potential adverse impacts to biodiversity, soil, cultural heritage and/or landscape and visual amenity could arise from land-take required to deliver parking facilities.</p> <p>It is recommended that the site-selection process for new parking facilities, including Park & Ride facilities, should seek to minimise land-take wherever possible, particularly on greenfield land. The provision of new facilities within settlements should be directed to derelict or vacant sites where viable. Environmental assessments of individual schemes should be undertaken where appropriate to identify impacts and mitigation measures. Cleaner technology should be promoted to reduce impacts where possible.</p>

LTS Core Policy	Summary of Assessment
<p>CP11: Travel Plans</p>	<p>Minor Positive</p> <p>Actions proposed under this policy will have a long-term benefit to population and human health, local air quality and climate factors where it can encourage a modal shift toward sustainable transport through the design of major new development. Further impacts upon the environment will be dependant upon the requirements of specific improvements.</p> <p>Environmental assessments of individual schemes should be undertaken where appropriate to identify impacts and mitigation measures.</p>
<p>CP12: Freight Transport</p>	<p>Minor Positive</p> <p>Actions proposed under this policy will benefit air quality and climate factors where road-based lorry trips are replaced by more sustainable modes of travel. This will also lead to further potential benefits to population and human health by improving road safety and reducing noise impacts associated with freight travel along the network. Further impacts upon the environment will be dependant upon the requirements of specific improvements.</p> <p>Environmental assessments will need to be undertaken for proposals which seek to increase the quantity or frequency of sea or canal vessel traffic or where construction of new infrastructure is required, particularly for proposals within or adjacent to sites designated for water quality or ecological value. This could include undertaking an Appropriate Assessment where European-designated sites are likely to be affected. Cleaner technology should be promoted to reduce impacts where possible.</p> <p>Water quality and biodiversity (including marine habitat sites) should be regularly monitored along ferry routes throughout the life of the strategy and mitigation measures implemented where adverse impacts are identified.</p>
<p>CP13: Design guidelines for new developments</p>	<p>Minor Positive</p> <p>Actions proposed under this policy will have a long-term benefit to population and human health, local air quality and climate factors where it can encourage a modal shift toward sustainable transport through the design of major new development. Promotion of good design which considers the visual and environmental context of the site could also enhance the landscape and visual amenity of the area. Further impacts upon the environment will be dependant upon the requirements of specific improvements.</p> <p>Design guidelines should incorporate methodologies for the enhancement of the existing landscape as well as measures such as habitat creation.</p>

LTS Core Policy	Summary of Assessment
CP14: Road Safety Plan	<p>Minor Positive</p> <p>Actions proposed under this policy will have clear benefits to population and human health. Benefits could extend to local air quality and climate factors where sustainable modes of travel are promoted. Further impacts upon the environment will be dependant upon the requirements of specific improvements.</p> <p>Environmental assessments of individual schemes should be undertaken where appropriate to identify impacts and mitigation measures. Regular road safety monitoring should be undertaken by the Council for the lifespan of the strategy. This could include wildlife fatalities that arise from road traffic accidents, particularly along the trunk road network.</p>

5.7 Cumulative Effects

The cumulative effects of the draft LTS (over and above those which occur as a result of combinations of interventions proposed across each core policy) have been assessed with respect to impacts to other plans/programmes/strategies which could result in additional impacts to the LTS. The appraisal has been considered by determining the interaction between the LTS and other land use development plans across the Highlands through the implementation life of the LTS. The predicted cumulative effects are summarised in Table 12:

Table 12: Predicted Cumulative Impacts

SEA Topic	SEA Objective	Cumulative Impact of the LTS	Cumulative Impact with other PPS
Biodiversity	To protect and, where possible enhance the natural environment including designated sites and protected species (on a local, national and international level), and to conserve and enhance the existing environment where possible.	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.	Potential for significant impacts to occur to habitats and protected species across the Highlands through cumulative impacts between transport and land use plans.
Population and Human Health	To promote accessibility, health and quality of life through the integration of the LTS.	Positive impact with the LTS encouraging a modal shift to sustainable transport modes and increasingly accessibility to more remote communities.	Positive if transport and landuse plans are developed with accessible public transport and the provision of additional facilities for sustainable travel such as core paths, cycleways etc.
Soil	To promote the use of brownfield sites and the sustainable use of local sites and resources. The local ground environment and any high quality agricultural land will be protected and enhanced where possible.	No significant impacts to the soil resource of the Highlands are anticipated.	Positive if both transport and land use plans favour the development of brownfield land over greenfield sites.
Water	To prevent the deterioration of the water environment (including ground and surface	No significant impacts are anticipated however increased ferry services do have the potential to lead	Uncertain, the implementation of new transport interventions has the potential to stimulate new development which may impact

SEA Topic	SEA Objective	Cumulative Impact of the LTS	Cumulative Impact with other PPS
	waters) and any associated protected sites and flood plain areas.	to adverse impacts to the water quality. Local benefits may occur from site specific schemes	upon the water resources of the Highlands in the long-term.
Air Quality	To protect and enhance the current air quality of the highland area.	Generally positive impact however this will be dependant on the level of modal shift occurring. Effect will be greater over time as more measures are implemented however, some negative impacts will be seen through increased air services.	Uncertain (positive and negative impacts), new land use development across the Highlands may result in increased private vehicle trips leading to reduced air quality, and the expansion of air services through plans such as the Inverness Airport Masterplan may lead to further reductions in air quality. Effective implementation of the LTS in conjunction with other plans such as the Core Path Plan may encourage further use of sustainable transport modes.
Climatic Factors	To reduce energy consumption and contribute towards a more sustainable transport infrastructure through a reduction in greenhouse gas emissions.	Generally positive impact however this will be dependant on the level of modal shift occurring. Effect will be greater over time as more measures are implemented however, some negative impacts will be seen through increased air services.	Uncertain (positive and negative impacts), new land use development across the Highlands may result in increased greenhouse gas emissions, and the expansion of air services through plans such as the Inverness Airport Masterplan may lead to further impacts. Effective implementation of the LTS in conjunction with other plans such as the Core Path Plan may encourage modal shift to sustainable transport modes.
Material Assets	To protect and enhance existing infrastructure and promote more sustainable transport.	Positive with enhancements to existing transport infrastructure and an encouragement of modal shift to sustainable	Positive impacts anticipated through modal shift to sustainable transport modes, and the integration of sustainable transport options into new

SEA Topic	SEA Objective	Cumulative Impact of the LTS	Cumulative Impact with other PPS
		transport modes throughout the LTS.	developments.
Cultural Heritage	To protect and, where appropriate, enhance the historic environment of the highlands.	Uncertain, however there is the potential for adverse impacts to occur to archaeological and cultural heritage features.	Uncertain, however there is the potential for adverse impacts to occur to archaeological and cultural heritage features through cumulative impacts between transport and land use plans.
Landscape and Visual Amenity	To protect and, where possible enhance the landscape and visual amenity of the highlands.	Generally positive impact with new policies providing the opportunity to provide and improve both new and existing townscapes and landscapes. The potential to update design guidelines may also result in further landscape benefits as the LTS is implemented.	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.
Noise	To minimise noise and vibration related to the transport network, and to protect sensitive receptors from excessive noise and vibration levels.	Neutral to slight positive impacts, the level of improvement will be dependant upon the level of modal shift occurring, this is only likely to result in significant improvements locally from specific interventions.	<p>Uncertain (positive and negative impacts), new land use development across the Highlands may result in increased private vehicle trips leading to increased noise and vibration, and the expansion of air services through plans such as the Inverness Airport Masterplan may lead to further noise impacts.</p> <p>Effective implementation of the LTS in conjunction with other plans such as the Core Path Plan may encourage further use of sustainable transport modes and help in reducing noise impacts.</p>

The cumulative impacts identified highlight the need for co-operative working throughout the Highland Council to ensure that the identified environmental benefits of the LTS and the other regional plans are realised. The cumulative impacts also suggest that in the long-term the provision of sustainable transport options which serve existing and new development across Scotland is vital if the environmental benefits are to be achieved.

6 Mitigation

6.1 Introduction

Schedule 3 of the Environmental Assessment (Scotland) Act 2005 requires the Environmental Report to provide possible measures to prevent, reduce or, where possible, offset any significant adverse effects on the environment from the implementation of the Local Transport Strategy

6.2 Strategic Level Mitigation

Schedule 3 highlights the importance of modifying the Strategy in response to the environmental process. Specific recommendations and mitigations for the LTS Vision, Key Objectives and Core Policies are presented in Tables 10 and 11 above. In addition, the following strategic level mitigation measure should be included:

- For future Local Transport Strategies the Council should establish a baseline database for climatic factors and set targets for reducing greenhouse gas emissions in line with the Climate Change (Scotland) Act 2009.

6.3 Project Level Mitigation

Further impacts to the environment will arise from specific proposals put forward to implement the policies outlined in the LTS. These will need to be assessed on a scheme-by-scheme basis and mitigated at project level. Recommended project-level mitigation measures are presented in Table 13 below by each SEA Topic. It should be noted that detailed mitigation measures at project level can only be provided when objectives have been fully developed and the Plan is at the implementation stage. An Environmental Impact Assessment (EIA) and Construction and Operational Management Plans can provide mitigation measures that are tailored to the finalised Master Plan and its objectives. At this stage, the results of the Habitats Regulations Assessment and the Flood Risk Assessment will also be known and may also be able to influence the development of targeted mitigation measures.

Table 13: Project Level Mitigation Measures

SEA Topic	Proposed measures for the reduction/prevention and offset of significant adverse effects
Biodiversity	<ul style="list-style-type: none"> • Sensitive ecological sites will be avoided where possible. Any intervention which may result in adverse impacts to sites designated for their international significance (SPA, SAC, or Ramsar Sites) will be subject to a site specific Appropriate Assessment and will be subject to screening to determine whether or not an Environmental Impact Assessment is required. • Appropriate surveys will be required for interventions with the potential to result in adverse impacts to protected species under the Habitats Directive, EU or UK legislation or priority BAP species/habitats. Detailed mitigation such as mammal tunnels, otter ledges and fish passes may subsequently be required to be incorporated into the scheme design. • Measures for the enhancement of biodiversity should implemented where possible, measures such as the use of native species where planting is required, the use of SUDS ponds and the creation of greenways for the continued linkage of habitats should all be considered. Where possible mitigation measures should seek to find linkages with the priorities highlighted within the local BAP.
Population and Human Health	<ul style="list-style-type: none"> • The Highland Council will promote (in partnership with HITRANS) the use of alternatives to private vehicles focusing on sustainable transport modes such as walking and cycling. • Interventions should be designed to improve the safety of pedestrians and cyclists
Water	<ul style="list-style-type: none"> • SEPA’s Pollution Prevention Guidelines (PPGs) should be adhered to for best practice guidelines including: <ul style="list-style-type: none"> ▶ PPG01: General guide to the prevention of water pollution; ▶ PPG04: Disposal of sewage where no mains drainage is available; ▶ PPG05: Works in near or liable to affect watercourses; ▶ PPG06: Working at construction and demolition sites; ▶ PPG21: Pollution Incident Response Planning; and ▶ PPG23: Maintenance of Structures Over Water; • All construction activities should be undertaken in accordance with the appropriate legislation (CAR and WEWS) and construction licences applied for where appropriate. • During the detailed design phase of the preferred strategy a Flood Risk Assessment (FRA) should be undertaken. The proposals should take account of Scottish Planning Policy 7: Planning and Flooding. New developments will require to be ‘flood neutral’. • Sustainable Urban Drainage Systems (SUDS) should be developed to maintain the original drainage pattern of the study area. Consultation should also be undertaken with SEPA with regards the location and design of any SUDS. SUDS design should ensure that there is no increase in run-off over and above the Greenfield levels experienced prior to construction.

SEA Topic	Proposed measures for the reduction/prevention and offset of significant adverse effects
	<ul style="list-style-type: none"> An Environmental Management Plan (EMP) should be devised containing a pollution incident response plan as well as a programme for the monitoring of water quality throughout the life of the intervention. Where interventions are proposed they should be designed to withstand impacts from predicted future climate change such as sea level rise and increased fluvial risks.
Soil	<ul style="list-style-type: none"> Transport interventions should be designed to avoid significant adverse impacts to Prime Quality Agricultural Land Good site management practices and the adherence to SEPA's Pollution Prevention Guidelines (PPGs) will assist in the prevention of erosion to existing soils, as well as reducing the pollution risk to soils and the underlying geology (and associated groundwater) during both construction and operation. New interventions should be designed to ensure slope stability. Any interventions which are to be implemented in areas of known slope instability should be appropriately designed and consultation with SEPA undertaken throughout the design process. Where soil is excavated for the implementation of an intervention they should be re-used within the proposed scheme or other local construction works.
Air Quality	<ul style="list-style-type: none"> The LTS contains several strategies aimed at reducing the impacts to local air quality and climate change through the encouragement of a modal shift away from private vehicles to walking, cycling and the use of public transport (bus and rail).
Climatic Factors	<ul style="list-style-type: none"> The LTS contains several strategies aimed at reducing the impacts to local air quality and climate change through the encouragement of a modal shift away from private vehicles to walking, cycling and the use of public transport (bus and rail). Co-ordination with both the Regional and National Transport Strategies will be important in realising a reduction in traffic related emissions and associated benefits to climate change. Measures to reduce the need to travel through better integration of existing and future transport interventions and land use planning will help to reduce the reliance on private vehicles.
Cultural Heritage	<ul style="list-style-type: none"> Any intervention which is likely to result in adverse impacts to designated historical features (such as Scheduled Ancient Monuments and Historic Gardens and Designed Landscapes) will be subjected to screening to determine whether or not an Environmental Impact Assessment is required. Where transport interventions are proposed within existing conservation areas the design of the infrastructure shall reflect the existing nature and character of the conservation area. Where new transport interventions are proposed (road, rail, air or ferry) they will be assessed to determine whether or not the associated changes in vibrations will impact upon the structural integrity of listed buildings or other historic features. Following survey work detailed mitigation measures can then be recommended on a site specific basis.

SEA Topic	Proposed measures for the reduction/prevention and offset of significant adverse effects
	<ul style="list-style-type: none"> Where new interventions are proposed a Desk Based Assessment (DBA) should be undertaken to assess the potential for impacts to buried archaeological features. Following the reporting of the findings archaeological excavations may be required and a programme of archaeological recording undertaken. Consultation with Historic Scotland and the Highland Council's Archaeological Officer will be required to determine the level of archaeological reporting required. The setting of existing historical features should be assessed where new interventions are proposed and any mitigation measures such as planting sensitively designed to ensure that the setting of existing features are not adversely impacted.
Landscape/Visual	<ul style="list-style-type: none"> Proposed interventions that have the potential to result in impacts to designated features such as National Scenic Areas, Areas of Great landscape Value or the Cairngorms National Park will be subjected to screening to determine whether or not an Environmental Impact Assessment is required. Landscape and Visual Assessments will be undertaken where proposed interventions are deemed to result in adverse impacts to either designated landscape features or sensitive visual receptors. These assessments will include a detailed mitigation strategy for each specific intervention identified. High quality design and construction principles will ensure that the interventions achieve an appropriate 'fit' within the existing landscape All transport interventions should seek to retain any existing landscape characteristics specific to the area including field boundaries and hedgerows in line with the guidance set out in the appropriate Landscape Character Assessment (published by Scottish Natural Heritage). Where transport interventions are proposed within existing conservation areas the design of the infrastructure shall reflect the existing nature and character of the conservation area. The use of appropriate street furniture and designs will be incorporated into those urban transport interventions proposed to ensure a fit within the existing town/streetscape.
Material Assets	<ul style="list-style-type: none"> The Highland Council should seek to encourage the use of public transport and other sustainable modes to reduce fossil fuel emissions. Where soil is excavated for the implementation of an intervention they should be re-used within the proposed scheme or other local construction works.
Noise	<ul style="list-style-type: none"> Noise impacts should be determined through survey works associated with site specific interventions where appropriate. Detailed site specific mitigation measures such as the implementation of noise bunding or acoustic fencing can then be recommended where deemed necessary.

7 Monitoring

7.1 Introduction

Section 19 of the Environmental Assessment (Scotland Act) Act 2005 requires the Highland Council, as the Responsible Authority to monitor the likely adverse impacts on the environment. This section of the SEA sets out the proposed approach to the monitoring of the predicted effects of the LTS upon the environment of the Highlands. Table 14 sets out draft indicators against which the predicted significant environmental impacts of the LTS should be monitored. The proposed monitoring framework set out in Section 6 of the LTS should be expanded to include these indicators.

Table 14: Proposed SEA Monitoring Programme

SEA Topic	Objective	Indicator	Source/Responsibility
Biodiversity	To protect and, where possible enhance the natural environment including designated sites and protected species (on a local, national and international level), and to conserve and enhance the existing environment where possible.	<ul style="list-style-type: none"> The Road Maintenance crews should record any incidents of protected species RTA and inform the appropriate authority Report any damage to protected habitats Habitat monitoring should be undertaken along the length of new schemes to record damage/enhancements to the existing environment Number of designated sites impacted by the LTS should be recorded. 	The Highland Council, Transport Scotland
Population and Human Health	To promote accessibility, health and quality of life through the integration of the LTS.	<ul style="list-style-type: none"> Decrease in fragile areas as defined in the Councils fragility index Number of new public transport schemes Surveys of numbers of people utilising public transport Length of new cycleways Length of new pathways (including core paths and upland paths) 	The Highland Council HITRANS
Soil	To promote the use of brownfield sites and the sustainable use of local sites and resources. The local ground environment and any high quality	<ul style="list-style-type: none"> The number of surface/ground water pollution events directly related to transport The amount of prime quality agricultural land across the Highlands Record the amount of brownfield land 	The Highland Council and in association the Macaulay Institute

SEA Topic	Objective	Indicator	Source/Responsibility
	agricultural land will be protected and enhanced where possible.		
Water	To prevent the deterioration of the water environment (including ground and surface waters) and any associated protected sites and flood plain areas.	<ul style="list-style-type: none"> The number of surface/ground water pollution events directly related to transport Record the number of new SUDS scheme on new and existing roads Monitor changes in water quality through SEPA's monitoring system 	The Highland Council SEPA
Air Quality	To protect and enhance the current air quality of the highland area.	<ul style="list-style-type: none"> Number of AQMAs Record the number of days of 'poor air quality' through monitoring trends in roadside NO₂ and PM₁₀ 	The Highland Council
Climatic Factors	To reduce energy consumption and contribute towards a more sustainable transport infrastructure through a reduction in greenhouse gas emissions.	<ul style="list-style-type: none"> Record the amount of modal shift taking place Traffic counters to be used on key road links and air quality modelling to be used to model emissions Number of vehicles failing emission testing 	The Highland Council Scottish Transport Statistics
Material Assets	To protect and enhance existing infrastructure and promote more sustainable transport.	<ul style="list-style-type: none"> Surveys of numbers of people utilising public transport Data on the number of road repairs required across the Highlands 	The highland Council
Cultural Heritage	To protect and, where appropriate, enhance the historic environment of the highlands.	<ul style="list-style-type: none"> Number of direct impacts to historical features/listed buildings as a result of transport related schemes Number of applications for Listed Building or Scheduled Ancient Monument consent associated with transport projects Conservation Area Appraisals 	The Highland Council Historic Scotland
Landscape and Visual Amenity	To protect and, where possible enhance the landscape and visual amenity of the highlands.	<ul style="list-style-type: none"> Number of transport schemes accompanied with a detailed landscape and visual assessment and associated design Number of significant positive and 	The Highland Council

SEA Topic	Objective	Indicator	Source/Responsibility
		negative impacts identified in Environmental Statement for transport schemes • Number of objections received to transport schemes specifically related to landscape/visual impacts.	
Noise	To minimise noise and vibration related to the transport network, and to protect sensitive receptors from excessive noise and vibration levels.	• Traffic counters to be used on key road links and noise modelling (contours) to be used to model noise emissions • Number of objections received to transport schemes specifically related to noise and vibration impacts	The Highland Council

A final monitoring framework and associated targets are to be agreed with The Highland Council and will be developed and presented in the Post Adoption SEA statement. An example table for this more detailed framework is shown in Table 15.

Table 15: Exemplar Post Adoption Monitoring Framework

SEA Topic	Objective	Indicator/Target	Anticipated Trend	Trigger Activity	for	Responsibility	Monitoring Frequency
Biodiversity							

Through monitoring the implementation of the LTS policies the following will be ensured:

- The LTS is contributing towards the delivery of the SEA objectives
- The mitigation measures detailed in Section 6 of the Environmental Report are either working effectively or require to be updated to further help reduce/avoid impacts to the environment
- Whether new environmental mitigation measures/objectives/indicators are required as the LTS evolves

8 Next Steps

The assessment results within this report will be used to make a decision on the approach for the Local Transport Strategy, which along with the Environmental Report will be subject to public consultation for a period of eight weeks. All comments and representations will be considered before finalising the Strategy and Environmental Report.

Table 16 lists future milestones in the development of the Local Transport Strategy and its SEA, and the dates when these are expected to be completed.

Table 16: Anticipated plan-making and SEA milestones

Expected date	Milestone
Winter 2009/ 2010	Publication of the Draft Local Transport Strategy and Environmental Report. This will be subject to a public consultation period of eight weeks
Spring 2010	Preparation of the Final Local Transport Strategy and Environmental Report. Develop a comprehensive monitoring framework
Spring 2010	Highland Local Transport Strategy and Environmental Report to be presented to The Highland Council Committee for approval
Summer 2010	Approval of the Local Transport Strategy along with Environmental Report, publication of Post Adoption Statement

Appendix A

Key Plans, Programmes and Strategies (PPS)

	Name of plan / programme / legislation/guidance	Main requirements and environmental objectives of plan / programme / legislation/ guidance	How it affects or is affected by the Local Transport Strategy in terms of SEA Issues at Schedule 3 of the Environmental Assessment (Scotland) Act 2005
INTERNATIONAL TIER			
1	<p>EC Directive on the assessment of the effects of certain plans and programmes on the environment</p> <p>Strategic Environmental Assessment (SEA) Directive (2001/42/EC)</p> <p>http://ec.europa.eu/environment/eia/sea-legalcontext.htm</p>	<p>The objective of this Directive 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.</p> <p>Aims to identify and mitigate significant environment effects arising from certain plans and programmes.</p> <p>Emphasis is placed on integrating sustainability considerations into the preparation and adoption of plans and programmes.</p>	<p>Where an environmental assessment is required under Article 3(1), an environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated.</p> <p>The Environmental Assessment (Scotland) Act 2005 transposes the directive into Scottish legislation.</p>
2	<p>United Nations Framework Convention on Climate Change (UNFCCC)</p> <p>Kyoto Protocol (1998)</p> <p>http://unfccc.int/resource/docs/convkp/kpeng.html</p>	<p>United Nations international treaty on climate change.</p> <p>The Protocol entered into force in February 2005.</p> <p>Developed countries that have ratified the Protocol are committed to reducing their emissions of greenhouse gasses.</p> <p>Commitment signed by 38 countries (plus the EU) to introduce legally binding targets to limit or reduce greenhouse gas emissions by at least 5% of 1990 levels in the period 2008 – 2012.</p> <p>The UK has committed to an 8% reduction on 1990 levels between 2008 and 2012.</p>	<p>The Local Transport Strategy principles should take account of targets for reducing CO2 emissions and should seek to reduce emissions.</p>
3	<p>The Second European Climate Change Programme</p>	<p>The programme notes the work identified in the first programme is being undertaken according to plan, but that further measures will be required in order to meet the EU's commitments under the Kyoto agreement It explores options for reducing greenhouse gas emissions in synergy with the EU'</p>	<p>The Local Transport Strategy principles should seek to reduce emissions</p>

	Name of plan / programme / legislation/guidance	Main requirements and environmental objectives of plan / programme / legislation/ guidance	How it affects or is affected by the Local Transport Strategy in terms of SEA Issues at Schedule 3 of the Environmental Assessment (Scotland) Act 2005
	http://ec.europa.eu/environment/climat/eccpii.htm	'Lisbon Strategy for increasing economic growth and job creation	
4	EC Directive establishing a framework for the Community action in the Field of Water Policy Water Framework Directive (2000/60/EC) http://ec.europa.eu/environment/water/water-framework/index_en.html	Represents the most substantial piece of EU water legislation to date. Central to the framework is an integrated approach through River Basin Management Planning (RBMP) which will consider the cumulative impacts of all activities within a river basin and district and the risk posed to the environment. Environmental objectives will be set for each water body, with due consideration to economic and social costs. Aims to prevent deterioration in status and to achieve “good” ecological status in all surface and ground water bodies by 2015 and limit the quantity of groundwater abstraction to that portion of overall recharge not required by ecology. The basic objectives to be achieved as set out in Article 4(1) can be summarised as follows: <ul style="list-style-type: none"> • prevent deterioration of the status of groundwater bodies; • protect, enhance and restore all bodies of groundwater with the aim of achieving good groundwater status by 2015; • prevent or limit the input of pollutants to groundwater and reverse any significant and sustained upward trend in the concentration of pollutants in groundwater; • comply with European wide measures against priority and priority hazardous substances; and • achieve compliance with any relevant standards and objectives for protected areas 	The Local Transport Strategy should promote means to minimise the risk of pollution and damage to surface and ground waters The Local Transport Strategy should promote sustainable water use and discharge and the SEA will encourage proper consideration of impacts affecting the water environment. The Local Transport Strategy must consider current land use and future climate scenarios in order to minimise the effects of flooding and drought events and to facilitate long term improvements in water quality.

	Name of plan / programme / legislation/guidance	Main requirements and environmental objectives of plan / programme / legislation/ guidance	How it affects or is affected by the Local Transport Strategy in terms of SEA Issues at Schedule 3 of the Environmental Assessment (Scotland) Act 2005
5	<p>EU Air Quality Directive (96/62/EC)</p> <p>http://ec.europa.eu/environment/air/ambient.htm</p>	<p>This Directive revises existing legislation and introduces new air quality standards for previously unregulated air pollutants, setting the timetable for the development of subsequent directives on a range of pollutants.</p> <p>Mandatory standards set for air quality together with limits and guidance.</p>	<p>The Local Transport Strategy should consider the relationships with policies on air quality</p> <p>The SEA will include consideration of air quality related issues and highlight the need for more detailed assessment the detailed design level where appropriate.</p>
6	<p>EU Thematic Strategy on Air Pollution (2005)</p> <p>http://europa.eu/legislation_summaries/environment/air_pollution/l28159_en.htm</p>	<p>The Strategy sets out objectives for improving air quality and proposes measures, for achieving them by 2020 placing the emphasis on the most harmful pollutants, and highlighting potential sectors and policies that may have an impact on air pollution.</p>	<p>The Local Transport Strategy principles should seek to improve air quality in particular minimising any harmful pollutant emission</p> <p>The SEA will consider the issue of air quality within its scope</p>
7	<p>EU Waste Framework Directive (75/442/EEC)</p> <p>http://ec.europa.eu/environment/waste/legislation/a.htm</p>	<p>Along with subsequent Directives, this Directive aims to create an integrated approach to waste management in order to reduce waste production.</p> <p>It requires all necessary measures to be taken to ensure that waste is recovered or disposed of without harming human health.</p>	<p>The Local Transport Strategy principles should reflect the need to reduce the overall amount of waste material that is produced, as well as the need to dispose of waste sustainably in accordance with the appropriate licences</p> <p>The SEA will look at waste handling within its objectives</p>
8	<p>Directive on the Assessment and Management of Flood Risks (EC Directive 2007/60/EC)</p>	<p>The flood directive aims to reduce and manage risks that floods pose to human health, the environment, cultural heritage and economic activity This Directive now requires Member States to assess if all water courses and coast lines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas and to take adequate and coordinated measures to reduce this flood risk. With this Directive also reinforces the rights of the public to access this information and to have a say in the</p>	<p>The Local Transport Strategy should review the potential Flood Risk impact on Highland Region and consider its impact upon potential transport projects</p> <p>The SEA will consider the issue of Flood Risk</p>

	Name of plan / programme / legislation/guidance	Main requirements and environmental objectives of plan / programme / legislation/ guidance	How it affects or is affected by the Local Transport Strategy in terms of SEA Issues at Schedule 3 of the Environmental Assessment (Scotland) Act 2005
	http://ec.europa.eu/environment/water/flood_risk/index.htm	planning process.	within its Scope. It will look at the potential impacts and propose mitigation measures.
9	Thematic Strategy on the Protection and Conservation for the Marine Environment (2002) http://ec.europa.eu/environment/water/consult_marine.htm	The purpose of the Marine Strategy is to protect and conserve the marine environment. It aims to protect Europe's seas and oceans and ensure that human activities in these seas and oceans are carried out in a sustainable manner	The Local Transport Strategy principles should seek to protect and conserve the marine environment. In particular where there may be an increase in ferry services.
10	The Convention on Biological Diversity (1992) http://www.biodiv.org/convention/default.shtml	International commitment to maintaining the world's biodiversity. Three main goals established: <ul style="list-style-type: none"> • the conservation of biological diversity; • the sustainable use of its components and • the fair and equitable sharing of the benefits from the use of genetic resources. Requirement for each country that has signed the declaration to develop national strategies, plans or programmes for the conservation and sustainable use of biological diversity	The Local Transport Strategy should consider biodiversity impacts within its objectives. The SEA will consider impacts affecting biodiversity
11	EU Environmental Noise Directive (2002/49/EC) http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELE	The key objectives are as follows Monitoring the environmental problem-developing 'strategic noise maps' to gauge how many people are annoyed and sleep deprived throughout Europe. Informing and consulting the public about noise exposure, its effects and	The Local Transport strategy should consider the impact that increased traffic generation may have on noise levels and how this will impact upon adjacent communities.