



Environmental Assessment (Scotland) Act 2005

Strathclyde Partnership for Transport
**Regional Active Travel Strategy and
Network and Infrastructure Delivery Plan**

**Strategic Environmental Assessment
Screening Determination | December 2023**



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1 Introduction

This document sets out Strathclyde Partnership for Transport's (SPT) determination as per Regulation 10(1) of the Environmental Assessment (Scotland) Act 2005 on whether or not a Strategic Environmental Assessment (SEA) is required for SPT's Regional Active Travel Strategy and Network and Infrastructure Delivery Plan.

To reach this determination, SPT completed the first stage of the Strategic Environmental Assessment process, screening. Screening is used to establish whether or not a plan will have significant environmental effects.

Screening takes the form of a formal submission, where the Responsible Authority (SPT in this case) seeks the views of the Consultation Authorities on whether a plan is likely to have significant environmental effects and therefore whether an SEA is required. The submission, referred to as a 'screening report' sets out the characteristics of a plan and its likely environmental effects, if implemented.

2 Statutory Notice & Screening Determination

Notice is hereby given that SPT has made a determination in respect of their Regional Active Travel Strategy and Network and Infrastructure Delivery Plan.

Following consultation with the SEA Consultation Authorities about its Screening Opinion, SPT has determined under Section 8(1) of Environmental Assessment (Scotland) Act 2005 that the strategy is not likely to have significant environmental effects and therefore that a full Strategic Environmental Assessment is not required.

A copy of the determination and Screening Report containing the Statement of Reasons is available for public inspection. These can be viewed:

By electronic means on SPT's website at <https://spt.co.uk/active-future>

Or they can be requested for inspection at SPT offices at 131 St. Vincent Street, Glasgow, G2 5JF.

In formally determining under Section 8(1) of the Act whether an SEA is required, SPT has taken into account the views of the three Consultation Authorities:

- Scottish Environment Protection Agency (SEPA)
- NatureScot
- Historic Environment Scotland

Each of these Consultation Authorities were issued with the Screening Report through the SEA Gateway on 17th October 2023.

Consultation Authority	Date of Opinion	Likelihood of Significant Environmental Effects
SEPA	26 October 2023	NO
NatureScot	13 November 2023	NO
Historic Environment Scotland	09 November 2023	NO
	Overall Likelihood of Significant Environmental Effects:	NO

SPT also acknowledged that a full SEA was undertaken as part of the process in the development of SPT's Regional Transport Strategy (RTS). As a key mechanism for delivery of the RTS, the Regional Active Travel Strategy was therefore considered within this assessment.

3 Responses from Consultation Authorities

3.1 NatureScot



Beth Docherty
Strathclyde Partnership for Transport
131 St Vincent Street
Glasgow

G2 5JF

13 November 2023

Our ref: CEA172843

Your ref: 01843 Sent by email via: sea.gateway@gov.scot

Dear Beth,

ENVIRONMENTAL ASSESSMENT (SCOTLAND) ACT 2005: STRATHCLYDE PARTNERSHIP FOR TRANSPORT (SPT) – REGIONAL ACTIVE TRAVEL STRATEGY AND NETWORK AND INFRASTRUCTURE DELIVERY PLAN – SCREENING REPORT

Thank you for consulting us on the above screening report which we received on 17 October 2023. In accordance with Section 9(3) of Environmental Assessment (Scotland) Act 2005, we have reviewed the screening report for likely significant effects on the environment in line with our remit. We note that the active travel strategy is a delivery mechanism of the Regional Transport Strategy, for which a full SEA was completed. On this basis, **we agree with SPT's conclusion that SEA is not required.**

Whilst we agree that no SEA is required, it could be useful for future SEA preparation to consider clarity of terminology. There are several instances in the screening report where the terminology could be clarified to make it explicit whether there are likely significant environmental effects or not. For example, the screening report makes a number of assumptions on the potential implementation of the Strategy such as assuming that options which will require significant extraction of peat will not be taken forward. This is for SPT to determine and ensure that there are no adverse impacts on peat or carbon-rich soils.

In addition, the screening report assesses a number of options as having 'minor' effects and so screens these out. It would be useful to explicitly state whether these are considered significant effects or not as it is possible to have minor significant effects.

For further information, we recommend referring to the [SEA Guidance](#).

Please note that this consultation response provides a view solely on the potential for the strategy and delivery plan to have significant environmental effects. We cannot comment on whether or not the strategy and delivery plan meets other criteria determining the need for SEA as set out in the Act.

Should you wish to discuss any aspect of this screening determination, please do not hesitate to contact me at katie.bain@nature.scot.

Yours sincerely,

Katie Bain
Planning Advisor

cc. sea_gateway@nature.scot

sea.gateway@hes.scot

sea.gateway@sepa.org.uk

Inverdee House, Baxter Street, Torry, Aberdeen AB11 9QA
Taigh Inbhir Dhè, Sràid Baxter, Torraidh, Obar Dheathain AB11 9QA

3.2 SEPA

From: [Sea Gateway](#)
To: [SEA Gateway](#)
Cc: sea_gateway@nature.scot; sea.gateway@hes.scot
Subject: SEPA Ref 10827-SEA01843
Date: 26 October 2023 08:49:30
Attachments: [sepaLogo.jpg](#)

OFFICIAL



Environmental Assessment (Scotland) Act 2005
SEA01843 - Regional Active Travel Strategy and Network and Infrastructure Delivery Plan
Screening report

Thank you for consulting SEPA on this Screening Report by way of your email of 17 October 2023. In accordance with Section 9(3) of the Environmental Assessment (Scotland) Act 2005 we have reviewed the screening report using the criteria set out in Schedule 2 of the Act. In regard to our main areas of interest (air, water, soil, human health, material assets and climatic factors) **we agree with the conclusions of the screening report** that the proposed PPS is **unlikely to have** significant environmental effects. This is because we understand that the Regional Active Travel Strategy and Network and Infrastructure Delivery Plan is a delivery mechanism of the Regional Transport Strategy, for which a full SEA was completed.

Although we are of the view that significant environmental effects are unlikely, it is for the Responsible Authority to make a formal determination taking into account the consultation responses received.

If you would like to discuss this consultation response, please do not hesitate to contact me by email or via our SEA Gateway at sea.gateway@sepa.org.uk.

Yours sincerely
Silvia Cagnoni

3.3 Historic Environment Scotland



HISTORIC
ENVIRONMENT
SCOTLAND

ÀRAINNEACHD
EACHDRAIDHEIL
ALBA

By email to: sea_gateway@gov.scot

Mark Murphy
Senior Consultant (EIA)
Sweco UK Limited (Glasgow)
Suite 4.2, City Park
368 Alexandra Parade
Glasgow
G31 3AU

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Enquiry Line: 0131-668-8716
Switchboard: 0131 668 8600
HMC consultations@hes.scot

Our case ID: 300068858
Your ref: 01843

09 November 2023

Dear Mark Murphy

[Environmental Assessment \(Scotland\) Act 2005](#)
[Strathclyde Partnership for Transport - Active Travel Strategy and Network and Infrastructure Delivery Plan](#)

Screening Report

Thank you for your consultation which we received on 17 October 2023 about the above screening report. We have reviewed this report in our role as a Consultation Authority under the above Act, in accordance with the requirements of Section 9(3). In doing so we have used the criteria set out in Schedule 2 for determining the likely significance of the effects on the environment.

Historic Environment Scotland's view

We understand that the plan will provide a focus for the development of active travel interventions across the Strathclyde Partnership for Transport region including local authority cross boundary infrastructure.

In light of the information and reasoning set out within the screening report, we agree with your view that there are **unlikely to be significant environmental effects for the historic environment.**

Historic Environment Scotland's comments

We note that the delivery of this plan is part of the Regional Transport Strategy, for which a SEA was completed.

We also note that some options carried forward may be within the setting(s) of heritage assets within our remit but welcome the provision of sufficient design flexibility to avoid significant impacts on the historic environment.



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Next steps

The Environmental Assessment (Scotland) Act 2005 requires you as the Responsible Authority to determine whether an environmental assessment is required. You must then notify the Consultation Authorities within 28 days of making this determination. This may be done via the SEA Gateway (sea_gateway@gov.scot).

We hope our advice is helpful to you in making this determination. Please feel welcome to contact us if you have any questions about this response. The officer managing this case is Cailee Mellen who can be contacted by email at Cailee.Mellen@hes.scot.

Yours sincerely

Historic Environment Scotland

SCREENING REPORT

STEP 1 – DETAILS OF THE PLAN

Responsible Authority:	Strathclyde Partnership for Transport (SPT)
Title of the plan:	Regional Active Travel Strategy and Network and Infrastructure Delivery Plan
What prompted the plan: (e.g. a legislative, regulatory or administrative provision)	SPT has a statutory duty under the Transport (Scotland) Act 2005 to produce a Regional Transport Strategy (RTS), with the most recent published in 2023. The need for a Regional Active Travel Strategy and Delivery Plan is linked directly to the development of the new RTS and is a key component in its delivery. The Strategy and Network Plan will build on the concept network development work carried out in 2021/22 between SPT, local authorities, ClydePlan, Sustrans and the Glasgow and Clyde Valley Green Network and will align with the national Active Travel Strategy guidance published early in 2023 among other National, Regional and Local policies, targets and guidance.
Plan subject: (e.g. transport)	Development of an Active Travel Strategy, network and infrastructure and delivery plan and programme. The strategy will also include non-infrastructure elements such as behavior change and access to bikes.
Screening is required by the Environmental Assessment (Scotland) Act 2005. Based on Boxes 3 and 4, our view is that:	<input type="checkbox"/> An SEA is required, as the environmental effects are likely to be significant: Please indicate below what Section of the 2005 Act this plan falls within <input type="checkbox"/> Section 5(3) <input type="checkbox"/> Section 5(4) <input checked="" type="checkbox"/> An SEA is <u>not</u> required, as the environmental effects are unlikely to be significant: Please indicate below what Section of the 2005 Act this plan falls within <input checked="" type="checkbox"/> Section 5(3) <input type="checkbox"/> Section 5(4)
Contact details:	Beth Docherty 0141 333 3753 Beth.Docherty@spt.co.uk
Date:	17 October 2023

STEP 2 – CONTEXT AND DESCRIPTION OF THE PLAN

Context of the Plan:

Through identification of key policy drivers, spatial context and transport issues in the Strathclyde region, SPT have recently produced a Regional Transport Strategy (RTS) which highlights active travel and modal shift from car as being a key driver in order to resolve many of the issues with the region's transport system. As a result, SPT are developing an Active Travel Strategy for the region which aims to aid in the alleviation of key issues such as car dependency, transport related carbon emissions and to improve health and wellbeing.

Description of the Plan:

The Active Travel Strategy and Development Plan will provide a focus for the development of Active travel interventions across the SPT region including local authority cross boundary infrastructure to assist the region in meeting national, regional and local mode share and carbon goals.

What are the key components of the plan?

- Development of Active Travel Strategy o Network and non-network related components.
- Infrastructure Delivery Plan & Programme

Have any of the components of the plan been considered in previous SEA work?

The project is a delivery mechanism of the Regional Transport Strategy, for which a full SEA was completed.

In terms of your response to Boxes 7 and 8 above, set out those components of the plan that are likely to require screening:

[The SPT Regional Active Travel Strategy](#)

STEP 3 – IDENTIFYING INTERACTIONS OF THE PLAN WITH THE ENVIRONMENT AND CONSIDERING THE LIKELY SIGNIFICANCE OF ANY INTERACTIONS (Error! Reference source not found.)

Plan Components	Environmental Topic Areas										Explanation of Potential Environmental Effects	Explanation of Significance
	Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Climatic factors	Material assets	Cultural heritage	Landscape	Inter-relationship issues		
Active Travel Strategy	x	x	x	x	x	x	x	x	x	x	Detail on impacts on receptors and potential environmental effects are assessed by environmental topic area in Step 4.	No likely significant effects identified. See step 4 for full details.

STEP 4 – STATEMENT OF THE FINDINGS OF THE SCREENING

<p>Summary of interactions with the environment and statement of the findings of the Screening: (Including an outline of the likely significance of any interactions, positive or negative, and explanation of conclusion of the screening exercise.)</p>	<p>The basis of the screening has assumed that the Strathclyde Partnership for Transport (SPT) Regional Active Travel Strategy and Network and Infrastructure Delivery Plan (the ‘Strategy’) will lead to a number of ‘options’, which are defined as individual projects, interventions or developments implemented (or supported) by the Strategy. These options may be interlinked to varying degrees.</p> <p>Based on the anticipated type and nature of the Strategy, the screening has assessed the potential likely impacts on environmental topics to determine the potential likelihood of significant environmental effects and therefore whether a Strategic Environmental Assessment (SEA) is required.</p> <p>As the Strategy pertains to the transport sector and the resulting proposals / options are anticipated to be linear in nature, this screening report has drawn primarily from the Design Manual for Roads and Bridges (DMRB) Sustainability and Environment guidance to identify environmental effects.</p>
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Significant Adverse Effects

Based on the type and anticipated nature of the Strategy, the resulting reasonable worst case impacts are considered for the likely activities required during the construction and operational phases.

Biodiversity, flora and fauna

DMRB LA 108¹ defines a minor impact as *a permanent / irreversible damage to a biodiversity resource but the extent, magnitude, frequency, and / or timing of an impact is likely to be limited to not affecting the integrity or key characteristics of the resource*¹. Adverse impacts as a result of the Strategy are considered likely to be limited to minor.

Options that have a minor impact on 'high' or 'very high' value biodiversity receptors (resources of national importance or above) are not anticipated to be taken forward as a result of the Strategy.

This assumes options from the Strategy are limited to negligible impacts on the following groups of 'very high' sensitivity receptors **Error! Bookmark not defined.:**

- Ancient Woodland Inventory (AWI);
- Sites of Special Scientific Interest (SSSIs);
- Ramsar sites (lands of international importance designated under the Ramsar Convention);
- Special Areas of Conservation (SAC); and
- Special Protection Area (SPA).

Based on the identified magnitude of impact and the affected receptors, the Strategy is not anticipated to give rise to residual significant adverse effects for this environmental topic.

Population and human health

DMRB LA 112² defines the environmental topic of population as having the following elements:

- private property and housing;
- community land and assets;
- development land and businesses;

¹ DMRB LA 108 Biodiversity, Revision 1

² DMRB LA 112 Population and human health, Revision 1

- agricultural land holdings; and
- walkers, cyclists and horse-riders (WCH).

Options as a result of the Strategy are not anticipated to have direct impacts on residential property. The Strategy is not anticipated to result in adverse impacts on the remaining population elements as it is expected to maintain existing access to, and within the following receptors:

- Community land and assets;
- Existing walking, cycling and horse-riding (WCH) routes;
- Agricultural holdings; and
- Development land and business.

The nature of the Strategy goals and approach is not considered likely to reduce or adversely change health determinants or wellbeing.

Based on the identified magnitude of impact and the affected receptors, the Strategy is not anticipated to give rise to residual significant adverse effects for this environmental topic.

Geology and Soils

DMRB LA 109³ asks a series of questions to scope a project for significant effects. Table 1 sets out the responses based on the anticipated type and nature of the impacts as a result of the Strategy. **Table 1: Geology and Soils Scoping Questions for Potential Significant Effects**

1) is the project likely to affect designated geological sites (statutory or non statutory)?	No. It is assumed that the options taken forward would not directly impact designated geological sites.	
2) is the project likely to affect the function or quality of soil as a resource?	No. It is considered unlikely that the Strategy would affect <i>'the ability of soil to provide a range of environmental services, such as the support of vegetation growth, ecological habitats and biodiversity'</i> as defined in DMRB LA 109 Error! Bookmark not defined..	

³ DMRB LA 109 Geology and soils, Revision 0

3) is the project likely to affect agricultural land classified as best and most versatile (BMV) or prime land?	The project may impact agricultural land, but impacts are considered to be limited to minor i.e. will not result in <i>'permanent loss / reduction of one or more soil function(s) and restriction to current or approved future use (e.g through degradation, compaction, erosion of soil resource.)'</i> as defined in DMRB LA 109 Error! Bookmark not defined..
4) is the project likely to disturb historical contamination?	The project may impact historical contamination, but impacts are considered to be limited to minor i.e. <i>'contaminant concentrations are below relevant screening criteria (e.g. category 4 screening levels) SP1010 [Ref 4.N]. Significant contamination is unlikely with a low risk to human health. Best practice measures can be required to minimise risks to human health'</i> as defined in DMRB LA 109 Error! Bookmark not defined..
5) is the project likely to introduce significant sources of contamination?	No.

It is assumed that the options taken forward would avoid impacts on peatland, carbon-rich soils and prior peatland habitat.

Based on the identified magnitude of impact and the affected receptors, the Strategy is not anticipated to give rise to residual significant adverse effects for this environmental topic.

Water

DMRB LA 113⁴ defines three principal types of impact to consider for environmental assessment:

- **impacts on surface waters**

The anticipated scale of construction activities are not considered likely to give rise to significant effects. The nature of the operational use as a result of the Strategy is considered not likely to give rise to significant adverse impacts from runoff. It is assumed that the drainage for proposals is designed so that water quality within receiving surface waters (following mixing of the road discharge and receiving waters)

⁴ DMRB LA 113 Road drainage and the water environment, Revision 1

does not exceed relevant published Environmental Quality Standards (EQSs), as listed within SEPA supporting guidance WAT-SG-53⁵.

- **impacts on groundwater**

The scale of the construction phase is not anticipated to require activities that may impact groundwater. The nature of the operational phase is not likely to impact groundwater.

- **flood impacts**

It is anticipated that Strategy options will have sufficient design flexibility to enable avoidance of increased flood risk to the development itself, and flood risk elsewhere.

Based on the identified magnitude of impact and the affected receptors, the Strategy is not anticipated to give rise to residual significant adverse effects for this environmental topic.

Air

The anticipated scale of construction activities are not considered likely to give rise to significant effects.

The Strategy is not anticipated to lead to an increase in existing traffic levels or emissions during operation.

Based on the identified magnitude of impact and the affected receptors, the Strategy is not anticipated to give rise to residual significant adverse effects for this environmental topic.

Noise

DMRB LA 111⁶ defines potential construction noise and vibration as a significant effect “*where it is determined that a major or moderate magnitude of impact will occur for a duration exceeding:*

1. *10 or more days or nights in any 15 consecutive days or nights;*
2. *a total number of days exceeding 40 in any 6 consecutive months.*”Error! Bookmark not defined.

Based on the scale and type of construction activities required, it is not anticipated that these timeframes will be exceeded as a result of the Strategy.

The anticipated scale of operational activities are not considered likely to give rise to significant effects.

⁵ Scottish Environment Protection Agency, Supporting Guidance (WAT-SG-53), Environmental Quality Standards for Discharges to Surface Waters, Version v7.1

⁶ DMRB LA 111 Noise and vibration, Revision 2

Based on the conclusions above, the Strategy is not anticipated to give rise to residual significant adverse effects for this environmental topic.

Climatic factors

Construction activities as a result of the Strategy are likely to generate carbon emissions during works. The scale and type of construction phase is not considered to '*have a material impact on the ability of the Scottish Government to meet its carbon targets*' and not likely to result in significant effects as defined in DMRB LA 114⁷.

It is assumed options which require extraction of significant volumes of peat or carbon-rich soils will not be taken forward by the Strategy.

The design and delivery of the options taken forward are assumed to account for climate adaptation and resilience.

Based on the conclusions above, the Strategy is not anticipated to give rise to residual significant adverse effects for this environmental topic.

Material assets and waste

DMRB LA 110⁸ defines a non-significant effect for material assets and waste, where a project:

- achieves 70-99% overall material recovery / recycling (by weight) of non-hazardous construction and demolition waste to substitute use of primary materials;
- imports aggregates to site (where required) which comprise re-used/recycled content in line with the relevant regional percentage target;
- results in a $\leq 1\%$ reduction or alteration in the regional capacity of landfill; and
- does not compromise integrity of the receiving waste infrastructure (design life or capacity) within the region, and where waste infrastructure has sufficient capacity to accommodate waste from a project.

⁷ DMRB LA 114 Climate, Version 0.0.1

⁸ DMRB LA 110 Material assets and waste, Revision 0

For the anticipated scale and nature of the options taken forward as a result of the Strategy, it is considered that the above will be achieved. Based on this assumption, the Strategy is not anticipated to give rise to residual significant adverse effects for this environmental topic.

Cultural heritage

DMRB LA 106⁹ asks a series of questions to scope a project for significant effects. Table 2 sets out the responses based on the anticipated type and nature of the impacts as a result of the Strategy. **Table 2: Cultural Heritage Scoping Questions for Potential Significant Effects**

Potential Significant Effects

<p>1) is any designated or other cultural heritage resource in the footprint of the anticipated scheme or outside that footprint but still or other cultural heritage resource potentially physically affected by it?</p>	<p>No. Based on the likely nature of the options, it is not anticipated that there would be direct impacts on designated or other cultural heritage resource. Based on the scale and nature of the options, it is not anticipated that there would be direct impacts on designated or other cultural heritage resource. Based on the scale and nature of the options, it is not anticipated that there would be direct impacts on designated or other cultural heritage resource. Based on the scale and nature of the options, it is not anticipated that there would be direct impacts on designated or other cultural heritage resource.</p>
<p>2) is the setting of any designated or other cultural heritage resource in the footprint of the scheme, within the zone of visual influence or potentially affected by noise?</p>	<p>It is likely that the options carried forward would be within the setting of any designated or other cultural heritage resource. Based on the scale and nature of the options as a result of the Strategy, it is possible that the proposals (or part of it) is perceptible but anticipated that it would not alter the overall balance of features and elements that comprise the existing view, landscape and setting of heritage assets.</p> <p>Noise impacts have been considered and concluded no significant adverse effects.</p>
<p>3) is there new land take associated with the project?</p>	<p>This is a possibility. For potential significant effects, see response to question 2.</p>
<p>4) could potential archaeological remains be concealed?</p>	<p>At this stage, it is not possible to identify the specific location of options / likelihood of archaeological remains. It is anticipated that Strategy options will have sufficient design flexibility to enable avoidance of archaeological remains.</p>

⁹ DMRB LA 106 Cultural heritage assessment, Revision 1

Based on the identified magnitude of impact and the affected receptors, the Strategy is not anticipated to give rise to residual significant adverse effects for this environmental topic.

Landscape

DMRB LA 107¹⁰ defines a minor adverse landscape impact as *a slight loss or damage to existing landscape character of one (maybe more) key features and elements; and/or addition of new uncharacteristic features and elements*¹⁰. Adverse impacts as a result of the Strategy are considered likely to be limited to minor. Options that have a minor impact on 'high' or 'very high' value landscapes (landscapes of high national importance or above) are not anticipated to be taken forward as a result of the Strategy.

Based on the identified magnitude of impact and the affected receptors, the Strategy is not anticipated to give rise to residual significant adverse effects for this environmental topic.

Inter-relationship issues

Based on the likely adverse impacts identified, no interconnecting significant adverse effects are anticipated.

Significant Beneficial Effects

It is acknowledged that the objectives of the Strategy are likely to result in beneficial impacts for a number of environmental topics, including:

- **Biodiversity, flora and fauna**
 - possible increase green / blue infrastructure in association with the active travel routes
- **Population and human health**
 - likely increased access and infrastructure to support human health and wellbeing
 - likely increased access to community assets, employment and green space - likely increase in local economic benefits
- **Air, climatic factors and Noise**
 - likely reduction in private vehicle use and associated tail pipe emissions / traffic noise

¹⁰ DMRB LA 107 Landscape and Visual Effects, Revision 2

- **Inter-relationship issues**

- possible cumulative benefits from access / appreciation of cultural assets
- likely increased diversity in movement and contribution to Scottish Government climate targets¹¹ and UN Sustainability Goals

The extent of the benefits will be dependent on the final design and execution of the options.

At this early stage, there is an inherent uncertainty on the scale, characteristics and quality of the beneficial impacts and the value of affected receptors.

As a result, the assessment adopts a reasonable worst case that the beneficial impacts are limited to minor and is therefore not likely to give rise to significant effects. This is considered a robust and proportionate assessment approach.

Recommendations

These recommendations are intended for SPT to consider following the SEA screening for the SPT Active Travel Strategy. This list is not exhaustive but focused on key target areas based on professional experience and relevant to the likely impacts identified as part of the screening.

While the Strategy is not identified as a SEA, it is recommended that the plan-makers follow the guiding principles of SEA processes to achieve better environmental outcomes. This can be done by setting environmental objectives to appraise the subsequent options. These objectives can be based on the recommended measures below as well as wider social and equality aspects informed by an Equality Impact Assessment.

Habitat connectivity

The Strategy is a significant opportunity to improve habitat connectivity in combination with the linear nature of the active travel routes. Biodiversity in general is under pressure from urban development and climate change. Including green space as an intrinsic design element of the Strategy will likely have significant benefits for wellbeing, biodiversity, food security, water quality, rewilding targets, and climate resilience and adaptation.

¹¹ Scottish Government, 2023, Reducing greenhouse gas emissions, available at <https://www.gov.scot/policies/climate-change/reducing-emissions/>

Measures should consider:

- habitat corridors in parallel with active travel routes, including native species and sufficient width to support commuting / migrating wildlife;
- a net increase in biodiversity compared with baseline condition;
- green infrastructure for shade – this is anticipated to be a potentially significant future issue and an important part of building as our climate changes;
- green areas and tree pits to provide sustainable and effective urban drainage systems to increase resilience by attenuating and treating increases in surface water runoff from additional areas of hardstanding;
- avoidance of tree removal where possible. An arboricultural survey is recommended for the potentially impacted trees to assess their value and health. Arboricultural recommendations should inform the design of options arising from the strategy; and
- the incorporation of blue infrastructure (where appropriate), such as rainwater gardens.

Access and connectivity

The Strategy is a significant opportunity to increase accessibility and contribute significantly to the transition to net zero. The Strategy should consider the interconnectivity between transport methods and promote behavioural changes.

Measures should include:

- new routes in combination with supporting infrastructure such as rest areas, green space and water fountains which have the potential to create synergies and improve the public realm;
- consideration of age and economic demographics of communities, as well as opportunity to access green space and community assets when considering the location of active travel routes; and
- greater integration of cycling / walking into wider transport network, including bike racks at transport hubs (wheel and ride) and infrastructure on trains and buses to promote integrated travel.

Sustainability

The Strategy should put focus on placemaking and follow principles set out in the Green infrastructure: design and placemaking document¹² and all other relevant placemaking guides relevant to the SPT region.

¹² Scottish Government, 2011, Green infrastructure: design and placemaking

Measures to include:

- objectives (including measurable objectives where appropriate) in line with National Planning Framework 4 (NPF4)¹³ (2023):
 - enhance biodiversity and improve connectivity including through strengthened nature networks and nature-based solutions
 - value, protect, and enhance the historic environment ensuring assets are resilient to impacts of climate change
 - ensure places are more resilient to climate change impacts
 - improve air quality and reduce exposure to poor air quality
- prioritisation of the existing road network and vacant and derelict land, where available to avoid increase of impermeable surfacing and avoid impacts associated with development in greenfield sites (more likely to give rise to significant effects); and
- integration of options with upcoming large scale developments within the SPT region to maximise synergies and efficiencies.

Assumptions

This screening assessment has made a number of assumptions regarding the Strategy. These are outlined below:

- In absence of specific environmental assessment guidance, DMRB has been adopted in the first instance to assess anticipated linear transport options in combination with professional judgement.
- The Strategy is anticipated to increase provision of walking and wheeling routes within the SPT region.
- The options taken forward as a result of the Strategy will include a formalised pathway sized to accommodate walking and wheeling. This is anticipated to consist of one or more of the following elements:
 - ✦ a degree of tree and hedgerow clearance outwith seasonal ecological constraints;
 - ✦ a new / extended paved, impermeable surface approximately 3m wide;

¹³ Scottish Government, 2023, National Planning Framework 4

- ✦ new road markings and signage;
 - ✦ new or upgraded watercourse crossings (including bridges);
 - ✦ limited earthworks;
 - ✦ introduction and / or improvement of green / blue infrastructure in parallel with the active travel route
- The design and delivery of the options taken forward are assumed to account for climate adaptation and resilience.
 - Options that have a minor impact on 'high' or 'very high' sensitivity receptors are not anticipated to be taken forward as a result of the strategy.
 - Options taken forward have adequate flexibility within their design to avoid impacts on flood risk, archaeological remains, integrity of businesses and resource, and direct acquisition / demolition of buildings and / or development land.
 - For options taken forward, there will be no direct impacts defined in DMRB as minor or above on designated environmental sites / assets.
 - There will be no direct impacts on residential property.
 - The Strategy is not anticipated to result in adverse impacts on the remaining population elements as it is expected to maintain existing access to, and within the following receptors:
 - ✦ private property and housing;
 - ✦ community land and assets;
 - ✦ development land and businesses;
 - ✦ agricultural land holdings; and
 - ✦ walkers, cyclists and horse-riders (WCH).
 - Options taken forward will avoid impacts on peatland, carbon-rich soils and priority peatland habitat.
 - Options taken forward will not directly impact designated geological sites.
 - Options taken forward will not result in 'permanent loss / reduction of one or more soil function(s) and restriction to current or approved future use.
 - Potentially impacted historical land contaminant concentrations will be below relevant screening criteria (e.g. category 4 screening levels).

- Drainage for proposals will be designed so that water quality within receiving surface waters (following mixing of the road discharge and receiving waters), does not exceed relevant published Environmental Quality Standards (EQSs), as listed within WAT-SG-53 .
- Options taken forward will:
 - ✦ achieves 70-99% overall material recovery / recycling (by weight) of non-hazardous construction and demolition waste to substitute use of primary materials;
 - ✦ imports aggregates to site (where required) which comprise re-used/recycled content in line with the relevant regional percentage target;
 - ✦ results in a $\leq 1\%$ reduction or alteration in the regional capacity of landfill; and
 - ✦ does not compromise integrity of the receiving waste infrastructure (design life or capacity) within the region, and where waste infrastructure has sufficient capacity to accommodate waste from a project.

When completed send to: SEA.gateway@scotland.gsi.gov.uk or to the SEA Gateway, Scottish Government, Area 2H (South), Victoria Quay, Edinburgh, EH6 6QQ.