**Strategic Environmental Assessment (SEA) Screening Report**

**Part 1**

To: SEA.gateway@gov.scot

Or

SEA Gateway

Scottish Government

Area 2 H (South)

Victoria Quay

Edinburgh EH6 6QQ

**Part 2**

2.0 An SEA Screening Report is attached for the plan, programme of strategy (PPS) entitled:

Falkirk Council Local Transport Strategy

2.1 The Responsible Authority is:

Falkirk Council

Part 3

3.0 Screening is required by the Environmental Assessment (Scotland) Act 2005. Our view is that:

An SEA is required because the PPS falls under the scope of Section 5(3) of the Act and is likely to have significant environmental effects (please specify Yes or No) : No

An SEA is required because the PPS falls under the scop of Section 5(4) of the Act and is likely to have significant environmental effects (please specify Yes or No): No

An SEA is not required because the PPS is unlikely to have significant environmental effects (please specify Yes or No): Yes

Part 4

4.0 Contact details

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4.1 Signature

Eve McWilliams

Date: 20 September 2022

Part 5 Sea Screening Report – Key Facts

5.1 Responsible Authority

Falkirk Council

5.2 Title of PPS

Local Transport Strategy (LTS) 2023

5.3 Purpose of PPS

The overarching purpose of the Local Transport Strategy is to detail Falkirk Council’s Transport vision of a local transport network that promoted active and sustainable travel, provides everyone with an appropriate choice of travel, and prioritises community regeneration as part of a safe, reliable, integrated, and accessible transport system.

The document sets a policy direction for Falkirk Council. This policy direction will inform future actions of transport planning officers but the document itself does not set out project proposals or detail future infrastructure and developments

5.4 What prompted the PPS (e.g. a legislative, regulatory or administrative provision)

Transport Scotland guidance recommends that local authorities prepare a Local Transport Strategy. A Local Transport Strategy sets out the policy direction and aspirations of the Council. The 2014 Local Transport Strategy requires updating as the policy context has been refreshed at a national level. Additionally, there is far more emphasis on active and sustainable travel now and a refreshed LTS should reflect this.

5.5 Subject (e.g. transport)

Transport and Sustainability

5.6 Period covered by PPS

Spring 2023-2033, with a five-year review.

5.7 Frequency of updates

The guidance will be reviewed as and when new national, regional or local policies change in the interim.

5.8 Area covered by PPS (e.g. geographical area – it is good practice to attach a map)

The strategy covers the entire Falkirk Council area

5.9 Summary of nature/content of PPS

The Local Transport Strategy presents the transport vision and policy for the local area in response to key issues, identified through consultation with the public, businesses, and Elected Members. The policy directives set out within the LTS will inform future investment within the local council area.

Are there any proposed PPS objectives? (please specify Yes or No): No

Copy of objectives attached (please specify Yes or No): No

Date: 20 September 2022

Part 6 SEA Screening Report

6.1 Criteria for determining the likely significance of effects on the environment (1(a), 1(b) etc. refer to the paragraphs in Schedule 2 of the Environmental Assessment (Scotland) Act 2005

1 (a) the degree to which the PPS sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources

Likely to have significant environmental effects? (please specify Yes or No):

No

Summary of significant environmental effects (negative and positive)

The LTS provides the council with values, objectives, and policy directives that act as a framework for measuring the success of a transport programme of project against. The LTS sets the direction for the transport network within the council area but does not detail the programmes and projects that will enable us to achieve the transport vision for the Falkirk Council area.

1 (b) the degree to which the PPS influences other PPS including those in a hierarchy

Likely to have significant environmental effects (negative and positive) (please specify Yes or No):

No

Summary of significant environmental effects (negative and positive)

The objectives and policy set out in the LTS aligns with Falkirk Council’s Local Development Plan. The LTS is also influenced by he most recent National Transport Strategy, National Planning Framework and the Regional Transport Strategy, produced by SEStran. All of these strategy documents have been to a SEA. The LTS if also influenced by Climate Change Targets set at a local and national level.

1 (c) the relevance of the PPS for the integration of environmental considerations, in particular with a view to promoting sustainable development

Likely to have significant environmental effects (negative and positive) (please specify Yes or No):

No

Summary of significant environmental effects (negative and positive)

The LTS promotes sustainable development through policy that encourages the use of sustainable transport, such as walking, wheeling, cycling, public transport, and car sharing. The LTS aims to achieve a transport network that advances the principles of sustainable development, promoting the benefits of green infrastructure, 20-minute neighbourhoods, active communities, and low carbon transport.

1 (d) environmental problems relevant to the PPS

Likely to have significant environmental effects (negative and positive) (please specify Yes or No):

No

Summary of significant environmental effects (negative and positive)

Transport has a huge impact on climate change and much of the sustainability and growth of the local economy is dependent on an efficient transport network. The Local Transport Strategy aims to mitigate the environmental problems relevant to the strategy through the promotion of policy that advocates sustainable and active travel.

1 (e) the relevance of the PPS for the implementation of Community legislation on the environment (for example, PPS linked to waste management or water protection)

Likely to have significant environmental effects (negative and positive) (please specify Yes or No):

No

Summary of significant environmental effects (negative and positive)

The LTS is not relevant to the implementation of EU legislation.

2 (a) the probability, duration, frequency, and reversibility of the effects

Likely to have significant environmental effects (negative and positive) (please specify Yes or No):

No

Summary of significant environmental effects (negative and positive)

The LTS will not impact upon this criterion. The strategy will guide transport planners through the policy directives set out.

2 (b) the cumulative nature of the effects

Likely to have significant environmental effects (negative and positive) (please specify Yes or No):

No

Summary of significant environmental effects (negative and positive)

The LTS does not propose new infrastructure or developments so the cumulative nature of impacts is not relevant. The LTS is a strategic document that informs policy direction for the next ten years.

2 (c) transboundary nature of the effects (i.e. environmental effects on other EU Member States)

Likely to have significant environmental effects (negative and positive) (please specify Yes or No):

No

Summary of significant environmental effects (negative and positive)

The LTS will not have any significant effects on EU Member states as no infrastructure or developments are proposed.

2 (d) the risks to human health or the environment (for example, due to accidents)

Likely to have significant environmental effects (negative and positive) (please specify Yes or No):

No

Summary of significant environmental effects (negative and positive)

This strategy document will not pose risks to human health or the environment as it promotes active and sustainable travel to improve the health of local communities, reduce inequality, improve safety and accessibility, and tackle climate change.

2 (e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)

Likely to have significant environmental effects (negative and positive) (please specify Yes or No):

No

Summary of significant environmental effects (negative and positive)

No significant effects are identified as this is a strategy document that does not propose development or transport infrastructure.

2 (f) the value and vulnerability of the area likely to be affected due to- (i) special natural characteristics or cultural heritage;(ii) exceeded environmental quality standards or limit values; or (iii) intensive land-use.

Likely to have significant environmental effects (negative and positive) (please specify Yes or No):

No

Summary of significant environmental effects (negative and positive)

No significant effects are identified as the LTS does not propose development.

2 (g) the effects on areas or landscapes which have a recognised national, Community or international protection status

Likely to have significant environmental effects (negative and positive) (please specify Yes or No):

No

Summary of significant environmental effects (negative and positive)

The LTS will have no discernible impacts on landscapes or areas of protection.

Part 7 SEA Screening Report Summary

7.0 Below is a summary of Falkirk Council’s consideration of the significant environment effects of the Local Transport Strategy 2023

The overarching purpose of the Local Transport Strategy is to set out a policy direction that aims to provide the local council area with a transport network that:

• links to surrounding areas,

• promotes sustainable and active travel,

• provides everyone with a reasonable choice of travel options, and

• prioritises community regeneration and well-being.

This will ensure a safe, reliable, integrated, and accessible transport system.

The policy context in which we now operate focuses on climate change, with the goal of reducing carbon emissions. Subsequently, this refreshed Local Transport Strategy puts sustainable and active travel at the forefront to harness the environmental benefits of these modes of transport. The policy direction of the LTS encourages the reduction in the use of private cars. This strategy focuses on mitigating the negative impacts transport has on the environment, as it develops policy that aims to have a positive impact on the environment.

Against all the criteria for determining the likely significance of effects on the environment, Falkirk Council determines that the most recent Local Transport Strategy will have no significant environmental effects. Falkirk Council, therefore, believes that the Local Transport Strategy is a qualifying PPS that does not require a SEA.