


South Lanarkshire Local Transport Strategy Strategic Environmental Assessment

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Environmental Report

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1 Introduction

1.1 Introduction

This Environmental Report has been prepared as part of the Strategic Environmental Assessment (SEA) of the South Lanarkshire Local Transport Strategy (LTS) for 2012 to 2022. The report presents the findings from the SEA, identifies options for mitigating adverse effects and opportunities for enhancing or improving the overall sustainability of the policies and actions to be set out within the LTS.

The report has been prepared in accordance with the European Directive 2001/42/EC and section 15 of the Environmental Assessment (Scotland) Act 2005 (referred to hereafter as "the 2005 Act"). The 2005 Act requires all qualifying policies, plans, programmes and Strategies (PPS) to undergo Strategic Environmental Assessment (SEA). This provides a systematic iterative process for identifying, reporting and mitigating the environmental impacts of the proposed PPS.

1.2 Study Area

The study area covers the South Lanarkshire Local Authority area. South Lanarkshire is located in southern Scotland and borders the south east of the city of Glasgow. South Lanarkshire is the fifth most populous local authority in Scotland and covers an area of approximately 650 square miles (1,772 Km sq.), mainly within the catchments of the River Clyde and its major tributaries the Douglas Water, Nethan, Avon and Rotten Calder. The landscape of the area is varied ranging from moorland and upland areas in the south and east, through extensively farmed agricultural lowlands and onto the highly urbanised fringes of the Glasgow conurbation with the major settlements of Hamilton, East Kilbride, Cambuslang and Rutherglen being particularly prominent. The M74 which is the arterial transport link between Scotland and England dissects this county.

1.3 The Local Transport Strategy (LTS)

The LTS sets out the transport strategy for South Lanarkshire for 2012 to 2022. The aim of the strategy is to work towards economic recovery, environmental and social sustainability by providing an accessible and integrated transport network. The strategy will inform the councils transport priorities until 2022.

1.4 Purpose of this Report

In accordance with the SEA Directive and the 2005 Act there is a requirement for the LTS to be subject to a formal SEA. This Environmental Report (ER) presents the approach to and the results of the SEA of the LTS.

1.5 Limitations of the SEA

The SEA has been undertaken in accordance with the SEA Directive as well as the relevant guidance and good practice documents.

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The SEA has been based on baseline information that was available at the time of writing. The assessment of potential effects also reflects the level of detail and information that was contained with the policies and actions set out within the LTS at the time of the assessment.

To this end there were a number of limitations associated with the assessment that should be taken into account when considering the main results and conclusions presented in the subsequent chapters.

The main limitations are related to the level of detail associated with the policies and actions included within the LTS. Due to the strategic level of the LTS, although some spatially specific actions were included, there was limited project specific information available in relation to the location of these measures, type of works that would be involved, construction requirements, scale of the options and associated timescales for delivery.

Consequently the results of the assessment reflect the knowledge, experience and understanding of likely effects that the transport policies and actions could potentially have on the environment, rather than detailed assessment of the individual actions presented in the LTS.

1.5.1 Layout of this Report

The following report is presented as follows:

Chapter 2: The Local Transport Strategy – This chapter provides the background on the LTS including the LTS vision and objectives as well as outlining the main themes within the policy document.

Chapter 3: Strategic Environmental Assessment Process – This chapter outlines the background to the SEA process including details regarding scoping responses and SEA objectives.

Chapter 4: Relevant Plans, Programmes and Strategies – This chapter provides a summary of the plans, programmes, strategies and other environmental objectives that are relevant to and which could interact with the LTS.

Chapter 5: Assessment Methodology - This chapter sets out the SEA methodology and outlines how the SEA influences the LTS.

Chapter 6: Baseline - This chapter sets out the baseline environment.

Chapter 7: Key Issues - This chapter sets out the key issues within South Lanarkshire

Chapter 8: Results of the Assessment – This chapter provides a summary of the key findings from the assessment of the options on the SEA topics.

Chapter 9: Cumulative Effects – This chapter provides a summary of the potential cumulative effects

Chapter 10: Mitigation – This chapter identifies the mitigation measures required where effect cannot be avoided and opportunities for enhancement have been suggested to increase the overall sustainability of the LTS.

Chapter 11: Monitoring Strategy - This chapter sets of the proposed monitoring framework of the implementation of the LTS.

Chapter 12: Conclusion – This chapter summarises the conclusions of the assessment and sets out any recommendations.

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2 The Local Transport Strategy

2.1 Introduction

South Lanarkshire Council produced its first LTS in 2001 and in 2006 the Council published a second LTS initially covering the period of 2006-2009. To reflect the changing nature of transportation issues in South Lanarkshire the Council have decided to develop a new LTS covering the period 2012-2022.

The purpose of the LTS is to set out how the Council will plan for future transportation to ensure that it is accessible, convenient, sustainable, and integrated and will provide access to essential services, employment, education and training. It will support economic development and regeneration, offer sustainable travel choices and will be safe and attractive for users.

2.2 Description and Content of the Local Transport Strategy

2.2.1 Vision of the LTS

The vision of the LTS builds on the themes developed through the previous LTS and reflects the views and priorities expressed by the community during a number of consultations. The vision statement of the LTS details what the LTS is aiming to achieve whilst having regard for future challenges facing the council.

The vision statement for the LTS is as follows:

“Our transportation network will be high quality, safe and well maintained. It will be accessible and integrated with well served internal and external links to essential services, employment and education opportunities. It will support economic recovery and regeneration whilst protecting and preserving the environment and will be safe and attractive for users. It will be sustainable, offer genuine travel choice and be recognised nationally as an example of best practice.”

2.2.2 Objectives of the LTS

The following LTS objectives have been developed through analysis of local issues identified via local knowledge, consultation exercises and surveys. They have been designed to link seamlessly with the aims and objectives of local, regional and national policy aims. The following objectives have been identified:

- Improve quality and safety for all by maintaining and improving road and footway network infrastructure.
- Alleviate the impacts of traffic, congestion and traffic growth throughout South Lanarkshire, which adversely affect the economy and environment.
- Ensure that transport supports and facilitates economic recovery, regeneration and sustainable development.
- Improve health and wellbeing by facilitating and encouraging active travel, through the development of attractive, safe and convenient walking and cycling networks.
- Promote accessibility, to key services, job opportunities and community facilities through the development and influencing of public transport improvements.

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- Mitigate, adapt and manage the effects of climate change, including flooding, on transport infrastructure and communities.

2.2.3 Consultation

Consultation was undertaken with the public during periods of 2010 and 2011 and has been used to inform the development of the LTS. The feedback highlighted that maintenance and enhancements of existing roads and footpaths is the first priority. The public were asked to rank a range of measures under six main themes:

- Improving the condition of existing roads and footways;
- Improving road safety;
- Improving public transport;
- Encouraging walking and cycling;
- Reducing the environmental effects of transport; and
- Supporting economic growth.

Under road maintenance there was a strong indication that resurfacing worn out roads and footways and gritting roads and snow clearance were key priorities with 88% and 68% respectively ranking these as one of the two highest priorities. The response under road safety was much more evenly distributed, however the strongest preference was for road safety education in schools and a rural route accident reduction plan. Under public transport there was overwhelming preference for assisting in improving the frequency and quality of bus services and routes, with the support of bus services where there is a community need as a second preference. The installation of off road cycle routes was identified as a priority under active travel and the installation of road cycle lanes and cycle training in schools second priorities. Transport and the environment showed clear priorities towards encouraging a shift from the car to public transport and encouraging people to make journeys by foot. Under transport and the economy there was a relatively even distribution across the measures with relieving congestion and improving bus journey time being the highest priorities.

As part of the consultation specific issues were raised these are listed in Table 2.1.

Table 2.1 Specific Issues Raised During Consultation	
Issues raised during public consultation	Number of comments
Rural accessibility and accessibility to services	37
Safety, security and access issues affecting pedestrians cyclists and public transport users	28
Roads maintenance and winter maintenance, including maintenance of street furniture and lighting	25
Sustainable transport	20
Roads and traffic management	19
Provision for disabled transport users	18
Access to and parking provision for local shops and town centres	17
Rail service and infrastructure improvements	10
External transport links	10
Parking charges and regulation	9

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Table 2.1 Specific Issues Raised During Consultation	
Issues raised during public consultation	Number of comments
Park and Ride	7
Transport and land-use development	6
Transport integration	6
Bus infrastructure and quality	6
Other	4

2.2.4 Structure of the LTS

The proposed Local Transport Strategy is structured around five main themes and the outcomes expected to be delivered by the strategy are set out under each theme. These are:

Theme 1: Maintenance and asset management

- Roads maintenance – maintaining our existing road network
- Lighting – replacing the stock of old lighting columns and lanterns with modern efficient ones.
- The provision of a winter maintenance service.
- Improvement to the condition of the road network through the Roads Improvement Programme.

Theme 2: Road Safety

- Carrying out accident investigation and prevention studies to reduce accidents at locations where they are known to occur.
- Undertake road safety audits on new roads schemes to ensure they are safe for all road users.
- Providing road safety education and training to the residents of South Lanarkshire to reduce the chances of them being involved in a road accident.

Theme 3: Sustainable Transport

- Encouraging modal shift onto more sustainable forms of transport.
- Develop walking and cycling routes to encourage active sustainable travel and to contribute towards the targets in the Cycling Action Plan for Scotland
- Develop public transport infrastructure to encourage more people to use trains and buses.
- Develop park and ride facilities at train stations to encourage multimodal journeys
- Develop electric vehicle charging infrastructure throughout South Lanarkshire to encourage the growth of low carbon vehicles.

Theme 4: Transport and the Environment

- Ensuring that transport emissions reduce to improve local air quality.
- Protect against the effects of flooding

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- Mitigate against the effects of traffic related problems such as noise and light pollution.

Theme 5: Transport and the Economy

- Encourage regeneration and development through land use planning and transport policy.

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3 Strategic Environmental Assessment Process

3.1 Introduction

This Environmental Report has been prepared as part of the Strategic Environmental Assessment (SEA) of the South Lanarkshire LTS. The following sections set out the background and requirement for the SEA and how this has informed the development of the strategy.

3.2 Strategic Environmental Assessment

3.2.1 Objectives of the SEA Directive

The objectives of the SEA Directive, as set out in Article 1 (2001/42/EC), are *“to provide a high level of protection to 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”*.

3.2.2 The Environmental Assessment (Scotland) Act 2005

On 20th July 2004 it became a legal requirement that, under the Environmental Assessment of Plans and Programmes (Scotland) Regulations 2004, all spatial plans and programmes are subject to an SEA. The 2004 UK (Scotland) regulations transposed the requirements of the EU Directive 2001/42/EC.

In 2005 the Scottish Executive established the Environmental Assessment (Scotland) Act. This Act which came into force on the 20th February 2006 replaced the Environmental Assessment of Plans and Programmes (Scotland) Regulations 2004. The Act delivers on partnership agreement commitment to widen the scope of the SEA and go further than obliged by the SEA Directive by including Strategies and well as public plans and programmes (PPS).

The main benefits of the SEA process as set out in the 2005 Act are as follows:

- SEA improves the information base for PPS preparation, providing clear information on the possible impact on the environment and influencing the preparation of the PPS, while building in better environmental protection and outcomes;
- SEA provides a rigorous system for including environmental factors in decision-making, thus supporting a sustainable development approach;
- SEA facilitates an improved consultation process, including the rigorous assessment of reasonable alternatives;
- SEA also facilitates transparency, by requiring that an analysis of public comments is undertaken and made publicly available; and
- SEA facilitates the consideration of cumulative effects and provides a means to prevent, reduce and, as fully as possible, offset any potentially adverse environmental effects.

The objectives of an SEA as set out in the Environmental Assessment (Scotland) Act 2005 are:

- To provide a systematic means of identifying, describing, evaluating and reporting on the environmental effects of PPS
- To require Responsible Authorities (i.e. plan, programme or policy-makers) prepares a report on the likely significant environmental effects of the PPS and its reasonable alternatives

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- To prevent, reduce and offset negative environmental effects. The enhancement of positive effects may also benefit from the SEA process
- To ensure wide consultation and engagement with the statutory Consultation Authorities, such as other bodies as the Responsible Authority considers appropriate (e.g. health), and the public at an early and effective stage of the PPS preparation
- To deliver a public statement demonstrating how the results of the environmental assessment and the opinions expressed during the SEA consultation process have been taken into account in a final adopted PPS
- To ensure that Responsible Authorities monitor the significant environmental effects of implementing their PPS, enabling them to also identify unforeseen adverse effects at an early stage and to take appropriate remedial action where necessary

3.2.3 Requirements of the SEA Objective

In accordance with Section 5 of the 2005 Act, the Council as the Responsible Authority determined that the LTS is likely to have a significant environmental effect and therefore it was deemed that the strategy was a qualifying PPS and that the SEA was compulsory under the 2005 Act.

The Strategic Environmental Assessment Toolkit: Natural Scotland (Scottish Executive) 2006 was published in response to enforcement of the 2005 Act. The SEA Toolkit sets out the requirements of the 2005 Act and provides guidance for its practical application within Scotland. It incorporates advice set out in the UK Government's main guidance note on SEA 'A Practical Guide to the Strategic Environmental Assessment Directive' (ODPM September 2005).

The guidance breaks the requirements of the SEA Directive down into a series of 'Stages' (Stages A to E). Each of these stages will inform and interact with the assessment of the LTS. The SEA process is iterative in its approach and is designed to inform the development of the strategy by ensuring the most environmentally sustainable management options are selected. Therefore this SEA has assessed a range of alternative options for each theme including a more detailed assessment of the preferred option. The assessment of effects and alternatives is presented within this Environmental Report. The Environmental Report is designed to inform the reader about:

- the approach used in undertaking the assessment;
- any significant effects that have been identified; and
- the proposed methods of avoiding / mitigating the effect.

The main requirements of the SEA Directive include:

- the preparation of an environmental report;
- consultation;
- taking the results of the environmental assessment and consultations into account in decision-making;
- providing information about the decision making process; and
- setting out a monitoring strategy / plan.

The guidance breaks the requirements of the SEA Directive down into a series of 'Stages' (Stages A to E). Each of these stages inform and interact with the assessment of the LTS. Table 3.1 below described the stages of the SEA process.

Table 3.1: Stages of the SEA Process	
SEA Stage	Description
Stage A	<ul style="list-style-type: none"> - Identify key environmental issues - Identification/collection of baseline data

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Table 3.1: Stages of the SEA Process	
SEA Stage	Description
	<ul style="list-style-type: none"> - Identify relevant plans, programmes and environmental protection objectives - Consult with authorities with environmental responsibilities on scope of SEA
Stage B	<ul style="list-style-type: none"> - Predict the effects of the LTS on the environment - Use significance criteria to evaluate the effects of the LTS the environment - Outline potential measures to mitigate against any adverse effects - Propose measures to monitor the environmental effects of the Lts
Stage C	<ul style="list-style-type: none"> - Present the findings of the SEA in an Environmental Report - Ensure the Environmental Report is accessible to all interested parties
Stage D	<ul style="list-style-type: none"> - Consult with Scottish Environment Protection Agency (SEPA), Scottish Natural Heritage, Historic Scotland and other key stakeholders - Incorporate comments received from consultation and findings of the Environmental Report into development of the LTS - Issue a 'statement' (SEA Statement or Post Adoption Statement) of how the findings of the SEA were incorporated into the LTS
Stage E	<ul style="list-style-type: none"> - Develop aims and methods for monitoring - Respond to adverse effects.

This report sets out Stages B and C of SEA process. Stage A was undertaken in July 2011 and is summarised below.

3.3 Scoping Summary

Scoping was undertaken in 2011 and a scoping report published in June 2011 to enable the consultation authorities to form a view on the consultation periods and scope / level of detail that will be appropriate for the Environmental Report. A summary of the scoping responses is provided below.

Table 3.2: Scoping Responses	
Consultee	Summary of Response
SEPA	<p>Other PPS to be considered</p> <p>The following should be included in the list of relevant plans and programmes:</p> <ul style="list-style-type: none"> - Water Environment (Controlled Activities) (Scotland) Regulations 2011 - The relationship with other Plans Policies and Strategies should include those relating to air quality and reference should be made to Air Quality Management Areas. - Building a Better Scotland Infrastructure Investment Plan: Investing in the Future of Scotland (2005) should also be considered. <p>Baseline</p> <p>The baseline information should take into account the River Basin Management Planning process in the preparation of the strategy.</p>

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Table 3.2: Scoping Responses	
Consultee	Summary of Response
	<p>Methodology</p> <p>The following should be included:</p> <ul style="list-style-type: none"> - The ER should make it clear how the SEA process has informed the development of the LTS. - It should be made clear how the mitigation will be achieved and by whom if not directly related to the LTS. - The LTS and ER should be consulted on for a period of six weeks.
Scottish Natural Heritage	<p>SNH was content with the scope and level of detail proposed for the environmental report however the following should be added to the other relevant Plans, Programmes and Strategies</p> <ul style="list-style-type: none"> - The Conservation (Natural Habitats &c.) Regulations 1994 (as amended) - National Planning Framework 2 – The Central Scotland Green Network <p>The Central Scotland Green Network should be linked to the environmental issues associated with the development of the LTS</p>
Historic Scotland	<p>SEA Objectives</p> <p>Suggested the SEA objective for the historic environment is changed to include the protection of the historic environment as a clear objective with the promotion of cultural richness as a sub objective</p> <p><i>To protect, and where appropriate, enhance the historic and cultural heritage of the area.</i></p> <p>Other PPS to be considered</p> <p>Recommendation that the consultation period is extended from 3-4 weeks to six weeks, this is also in line with the comments received from SEPA.</p> <p>The following should be include in the list of Plans, Programmes and Strategies:</p> <ul style="list-style-type: none"> - Scottish Historic Environment Policy (SHEP) - Managing Change in the Historic Environment Guidance Notes <p>Methodology</p> <p>The inclusion of a commentary box in the assessment matrixes, to provide a short explanation of the conclusions of the assessments will assist in making the assessment transparent and the results accessible to the general reader. It is also useful to pull through any key commentary relating to significant effects within the non-technical summary.</p> <p>It would be useful to set out any assumptions made throughout the assessment.</p> <p>It would be helpful to identify who will be responsible for ensuring that the mitigation measures identified are taken forward as the strategy is implemented.</p> <p>It would be useful in the environmental report to outline further information regarding the proposed monitoring strategy. The indicators chosen for the historic environment should reflect both the actions to be taken within the LTS and the potential impacts identified in the course of the SEA.</p> <p>Additional comments</p> <p>The LTS can also be seen as an opportunity to seek ways to enhance and promote South</p>

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Table 3.2: Scoping Responses	
Consultee	Summary of Response
	Lanarkshire's rich historic environment through improvements in transport routes and links to historic environment features providing it is done sympathetically.

3.4 SEA Objectives

Neither the SEA Directive nor the 2005 Act specifically require the use of objectives or indicators within the SEA process. However, the use of SEA objectives is useful in describing, analysing and comparing environmental effects. The SEA objectives are used to state a broad intention towards environmental improvements, whilst the assessment criteria is used to assess the performance of the policies within the LTS.

The SEA objectives are separate from the Strategy's Themes and Outcomes although they can influence each other and even overlap. To fulfil the requirements of the SEA Directive, they must cover environmental issues set out in Schedule 3 of the 2005 Act, including the interrelationship between them.

The LTS is the umbrella strategy which has identified the key transport requirements and related issues for South Lanarkshire. It identifies the transport needs and demands of the people of South Lanarkshire and articulates the priorities of the Council and its partners. It sets out its vision for achieving these requirements through a set of strategic outcomes in a thematic framework which will be supported by a detailed monitoring system and action plans.

The SEA objectives are provided in Table 3.3 and relate solely to SEA issues 'scoped in' to the assessment. One SEA objective has been amended following scoping. The SEA objective *'to promote cultural richness and diversity across South Lanarkshire'* has been amended to read *'to protect, and where appropriate, enhance the historic and cultural heritage of the area'*.

Table 3.3 SEA Objectives		
SEA Issue	SEA Objective	Assessment Criteria
Population (include: population and human health)	To improve human health and community well being across South Lanarkshire	<ul style="list-style-type: none"> - Does the LTS promote the benefits associated with a rich environment? - Does the LTS promote healthier opportunities to lifestyle changes? - Does the LTS promote a safe and active lifestyle? - Do programmes within the LTS take cognisance of particular needs of different population groups? - Does the LTS tackle social, economical and environmental deprivation in a sustainable manner?
	To promote improvements in access to a functional environment	<ul style="list-style-type: none"> - Does the LTS promote improved accessibility to the local environment for all community groups?
Biodiversity (including; flora and	To promote, improve and enhance bio-diversity and encourage access to wildlife and	<ul style="list-style-type: none"> - Does the LTS have a direct or indirect significant effect upon designated and non-designated sites, habitats or protected species?

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Table 3.3 SEA Objectives		
SEA Issue	SEA Objective	Assessment Criteria
fauna)	the countryside	<ul style="list-style-type: none"> - Does the LTS promote the protection of designated and non-designated habitats and species? - Does the LTS promote the connectivity and integration of rich habitats? - Does the LTS promote the importance of biodiversity within the local environment?
Soil	To protect high quality and sensitive soils and prevent soil contamination.	<ul style="list-style-type: none"> - Does the LTS promote the richness of a good quality soil environment - Will the LTS reduce the areas of land contamination through appropriate remediation and redevelopment? - Does the LTS protect soils from erosion and contamination.
Water	To enhance and protect the water environment.	<ul style="list-style-type: none"> - Does the LTS provide support to protect and where necessary enhance the water environment? - Does the LTS encourage flood prevention measures?
Air (including; noise and light)	To prevent the deterioration in air quality	<ul style="list-style-type: none"> - Do programmes within the LTS promote good air quality and reduce potential exposure of sensitive population groups? - Do programmes within the LTS support shifts to sustainable transport modes, reducing the use of private car usage?
	To minimise noise and light pollution	<ul style="list-style-type: none"> - Does the LTS reduce the potential for noise and light pollution?
Material Assets	To promote the sustainable use of material assets	<ul style="list-style-type: none"> - Does the LTS promote the effective use of local assets to improve community wellbeing and support sustainable communities? - Does the LTS promote the access to recreational and community-based activities?
Cultural Heritage (including; the physical and cultural heritage)	To protect, and where appropriate, enhance the historic and cultural heritage of the area	<ul style="list-style-type: none"> - Does the LTS protect, and where appropriate, enhance the historic and cultural heritage of the area? - Does the LTS maintain and conserve the historic setting of settlements and landscape form, particular where such are locally distinct? - Does the LTS promote cultural richness and diversity across South Lanarkshire
Landscape (including; urban landscape, Greenspace and regional landscape)	To promote a rich environmental landscape within South Lanarkshire	<ul style="list-style-type: none"> - Do the programmes within the LTS promote connectivity of habitats, integrating green network provision across local communities? - Do the programmes within the LTS promote community landscapes and open spaces that meet local needs and accessibility to the wider environment? - Does the LTS protect South Lanarkshire's diverse landscape character and value? - Will the programmes within the LTS encourage the appropriate re-development of previously developed land?

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Table 3.3 SEA Objectives		
SEA Issue	SEA Objective	Assessment Criteria
Climatic Factors (including: climate change, air quality and nuisance)	To promote safe, attractive and sustainable communities within South Lanarkshire	- Does the LTS integrate sustainable land use with community needs?
	To promote the efficient use of resources and adapt to a changing climate	- Does the LTS increase energy efficiency and promote renewable technology to reduce GHG emissions? - Does the LTS promote the efficient use of raw resources and increase the use of recycling? - Does the LTS promote the adaptation to a changing local climate?

3.5 Testing the SEA Objectives against the LTS Objectives

Part of the SEA process involves testing the LTS Objectives against the SEA Objectives. This is a preliminary assessment of the LTS. It is used as an indicator of consistency and to highlight any areas where there is a potential for conflict to arise. This 'test' does not take into consideration, any policies, actions or schemes that will be developed under the LTS objectives. These will be subject to a more detailed assessment as part of the SEA process, the findings of which are presented in the latter chapters.

Table A1 in appendix A presents the SEA objectives as set out within Table 3.3 against the objectives and the LTS presented in Section 2.2.2 and a summary is provided below.

Table 3.4 Testing the SEA Objectives against the LTS Objectives		
LTS Objective	Summary Score	Summary
Improve quality and safety for all by maintaining and improving road and footway network infrastructure	✓	Overall this LTS objective supports the SEA objectives. Improvement in safety and footpaths should encourage more people to use alternative forms of transport such as walking and cycling which will improve health in the community. Improvements in safety in all forms of transport will also improve wellbeing and therefore access. Improvements in road safety could reduce the spillage risk which in turn will support the objectives to protect high quality sensitive soils and soil contamination and enhance and protect the water environment. Improvements in safety could include measures such as improved street lighting. This could support the objectives for the historic environment and landscape where existing lighting is replaced with more sensitive lighting reducing light pollution. However this could also result in a conflict where installed in sensitive areas for both landscape and the historic environment.
Alleviate the impacts of traffic, congestion and traffic growth	✓	This LTS objective will generally support most SEA objectives through the alleviation of traffic congestion and growth. This will support the prevention of a deterioration in air quality and noise which in turn will support improvements

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Table 3.4 Testing the SEA Objectives against the LTS Objectives

LTS Objective	Summary Score	Summary
throughout South Lanarkshire, which adversely affect the economy and environment		in biodiversity, soil and water quality. Prevention of a deterioration in air quality will also support improvements in human health and wellbeing which will be further supported by improvements to the environment and the economy.
Ensure that transport supports and facilitates economic recovery, regeneration and sustainable development	✓	In supporting facilities and economic regeneration recovery and regeneration this objective supports the SEA objectives on human health and well being which in turn will promote access to a functional environment through economic regeneration. By facilitating improved access to town centres, employment and the environment will support the local economy.
Improve health and wellbeing by facilitating and encouraging active travel, through the development of attractive, safe and convenient walking and cycling networks	✓	This LTS objective will support the SEA objectives to improve human health and wellbeing by facilitating and encouraging active travel which in turn will support the objective on access to a functional environment. In the long term the facilitation of active sustainable travel will generally support the SEA objectives to protect biodiversity, air quality the water environment etc. However the facilitation of walking and cycling facilities could also conflict with a number of these objectives if inappropriately sited.
Promote accessibility, to key services, job opportunities and community facilities through the development and influencing of public transport improvements	✓	This LTS objective could result in mixed effects on a number of SEA objectives. This is likely to be dependent on whether infrastructure improvements are required and where these are located and how they are implemented. The improvement in public transport could encourage the use and make more sustainable forms for transport more accessible therefore supporting the objectives on biodiversity, water and soil quality and air quality in the long term. However if new infrastructure is sited inappropriately or without necessary mitigation there could be conflicts with these objectives.
Mitigate, adapt and manage the effects of climate change, including flooding, on transport infrastructure and communities	✓	This LTS objective supports the SEA objective to promote the efficient use of resources and adapt to a changing climate. Mitigating and adapting to climate change will also support the human health and community well being and safe and attractive sustainable communities through a mitigating the potential and impacts of flooding.

3.6 Assessment of Alternatives

Strategic alternatives to the draft LTS were developed by staff from Roads and Transportation Services and Planning Services. These alternatives were derived using REAP ecological foot printing software and considered local, regional, national and international scenarios. Consideration was given to:

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- The environmental problems identified;
- Informal consultation, and;
- Additional consideration of hierarchy of PPS alternatives.

The overall vision of the LTS is to develop a fully integrated transport system that will provide links to essential services, employment and train opportunities. It will support economic development and regeneration while protecting the environment and will be safe and attractive to users. It will be sustainable and will offer genuine travel choice. Three alternative ways of implementing the LTS were considered;

1. LT1 This approach considered the effects that could be achieved using locally led interventions
2. LT2 This approach considered the effects of potential regional interventions.
3. LTS 3 This approach considered the effects of potential national and internationally led interventions.

3.7 Testing the LTS alternatives against SEA issues

An initial assessment of the 3 alternatives and their compatibility against the SEA issues was undertaken (see Table 3.5 for a summary of the assessment). Testing the strategic alternatives against the SEA issues indicated whether individual alternatives were consistent with the environmental issues, thus highlighting areas of potential conflict.

Table 3.5 Assessing the alternative ways in delivering the LHS	
Alternative LHS deliveries	Assessment Comments
1. Local interventions	This scenario considered the development of an electric vehicle charging infrastructure, An increase in walking and cycling through the development of networks, The introduction of parking restrictions and the widespread promotion of travel plans. This approach was found to have positive but modest effects on the environment.
2. Regional Interventions	This alternative examined the introduction of public transport integrated smart cards, public transport improvements and travel awareness campaigns including car sharing. Again this approach provided positive but modest effects on the environment.
3. National and international interventions	This approach looked at vehicle efficiency standards, the promotion of low carbon vehicles, road user charging and improvements to freight. This alternative produced the largest environmental benefit.

All three alternatives delivered benefits for the environment which escalated in scale alongside the spatial scale of the alternatives proposed.

The Local Transport Strategy aims to deliver a number of diverse outcomes and as such, the alternatives taken forward must not only promote environmental and community benefits but must also deliver the transport, economic, safety and accessibility requirements of the strategy. Having examined the relative merits of the three alternatives approach taken was to align the LTS with the regional and national policy drivers to maximise the benefits to the environment. Therefore

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the LTS has been developed to include the most effective elements of the three alternatives to be carried forward through the LTS.

The SEA has also assessed the LTS against the Do Nothing Scenario

Do Nothing Option this option assumes that no policies or actions will be implemented

This option would mean that no solutions would be put in place to alleviate the problems with access to key services and facilities. This would result in increased severance on communities in particular on rural communities where accessibility to services and facilities is an issue. This would contradict a number of SEA objectives to reduce poverty and social exclusion closing the gap between most disadvantaged communities and the rest.

3.8 Habitat Regulations Assessment (HRA)

The Habitats Directive (92/43/EEC) requires that any plan or project that is not directly connected to the management of a designated site, but likely to have significant effect either by itself, or in combination with other plans and projects, to be subject to an Appropriate Assessment. Part IV of the Conservation (Natural Habitats &c.) Regulations 1994 implements this for specified planning and other similar consents. In 2005 it was ruled that this requirement should be extended to land use plans which is now set out in The Conservation (Natural Habitats &c.) Amendment (No2 (Scotland) Regulations 2011.

As part of the strategy review in Phase 2, a Habitat Regulations Assessment (HRA) screening assessment will be carried out to determine if any of the preferred strategies and technical options are likely to have a significant effect on any of the international or European sites (Natura 2000 sites and Ramsar sites). This will determine the requirement for a full Appropriate Assessment under the requirements of the EC Habitats Directive (92/43/EEC) and the Conservation of Habitats and Species Regulations 2010.

The HRA will be undertaken in parallel with the SEA and the findings will be taken into account in the preparation of the Strategy options.

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4 Relevant Plans, Programmes and Strategies

4.1 Introduction

This section of the report provides a summary of the plans and programmes and ‘other’ environmental objectives that are relevant to and which could interact with the Local Transport Strategy (LTS).

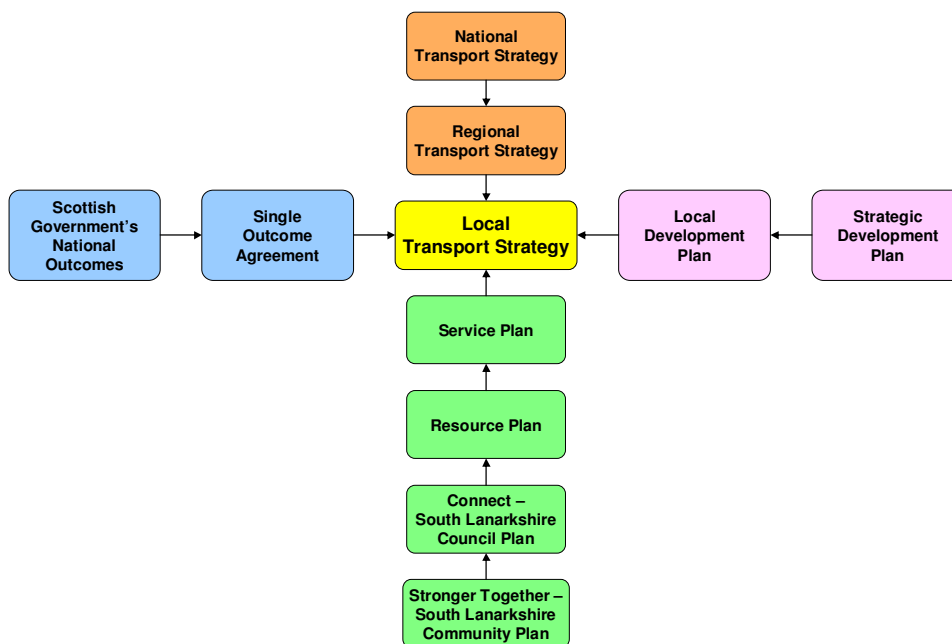
The identification of objectives within other plans is important so as to identify any inconsistencies or conflicts with the LTS and the other plans so that these can be addressed at the earliest stage possible. When addressing potential inconsistencies and conflicts between the LTS and other plans/programmes, the hierarchy of plans, legal status and type of plan needs to be considered

In addition to the identification of plans and programmes, it is also important to identify and review legislation, policy statements and guidance notes that may also be of relevance to the LTS. Legislation is a ‘statement of law’ either international, European, UK and domestic law.

4.2 Relationship with other relevant plans, programmes and strategies and Council environmental objectives

The LTS will link into other existing PPS, whilst at the same time it will be influenced and have an influence on future strategic planning within the Council. The Strategy is directly and indirectly influenced by a number of International, National and Regional PPS. An overview of such relationships is shown in Diagram 1.

Diagram 1: The hierarchical relationship between the LTS and other International, National and Regional PPS.



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The relationship between the Local Transport Strategy and other PPS of International, EU, National, and Local significance are required to be analysed as part of the SEA process. Below are a list of existing PPS which may affect or be affected by the LTS and how they relate to relevant SEA issues (Table 4.1).

Table 4.1: Relationship with Other Relevant Strategies, Plans, Programmes or Legislation		
Name of PPS or legislation	Main requirements of the PPS or Legislation	How it affects, or is affected by the Local Transport Strategy in terms of SEA issues referred to in Schedule 3 of the 2005 Act.
International		
EU Birds Directive	Protects all wild birds, their nests, eggs and habitats within the EC. It aims to protect all European wild birds and the habitats of listed species, in particular through the designation of Special Protection Areas (SPA).	The LTS will comply with the Directive by not significantly affecting SPAs or the protection of wild, rare and vulnerable birds, their nests, eggs and habitats. HRA screening has been undertaken on the LTS and where identified future schemes will be screened for significant effect.
EU Habitats Directive	Aims to protect biodiversity, through the conservation of natural habitats, wild flora and fauna. Provides the basis to classify the network of Special Areas of Conservation (SAC).	The LTS will comply with the Directive by not significantly affecting SACs or any species listed under the directive. HRA screening has been undertaken on the LTS and where identified future schemes will be screened for significant effect.
EU Water Framework Directive	Safeguards the sustainable use of surface water, transitional waters, coastal waters and groundwater. Supporting the status of aquatic ecosystems and associated environments. Addresses issues such as groundwater pollution, flooding, droughts and river basin management planning.	The LTS will comply with the Directive by ensuring the plan does not result in deterioration in status and where possible measures have been included within the LTS to improve the aquatic environments.
UNESCO World Heritage Site - New Lanark	New Lanark was inscribed as a World Heritage site in 2001. It is one of only five in Scotland.	The LTS will have due regard to New Lanark's World Heritage Site status and will ensure no significant effect on this site.
EU Procurement Rules - Directive 2004/18/EC	The coordination of procedures for the award of public works contracts, supply contracts and service contracts	Subsidiary PPS of the LTS may be impacted by the EU Procurement rules, for example, the Council's Investment Plan.
EU Ascension States	EU nationals can come to the UK to work without having to apply for a visa, with a reciprocal arrangement in place for UK citizens to work in Europe. However,	The LTS will have regard for potential differing needs relating to human health and other issues, such as migration, and a differing housing needs/demands profile by

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Table 4.1: Relationship with Other Relevant Strategies, Plans, Programmes or Legislation		
Name of PPS or legislation	Main requirements of the PPS or Legislation	How it affects, or is affected by the Local Transport Strategy in terms of SEA issues referred to in Schedule 3 of the 2005 Act.
	access to welfare benefits is restricted.	EU nationals from the traditional population.
National		
Planning Advice Note 51: Environmental Protection and Regulation Air Quality Management Areas	PAN 51 provides the national policy context for addressing air quality in Scotland. Air Quality Management Areas are areas designated by a local authority where the air quality objectives are not likely to be achieved,	The LTS will have regard for activities potentially affecting air quality objectives. Particular attention will be made to AQMAs. The LTS sets out policies and actions which seek to improve air quality.
Building a Better Scotland Infrastructure Investment Plan: Investing in the Future of Scotland (2005)	The strategy aims to ensure infrastructure is improved; public services are modernised; investment planning takes a long-term view; allocation of resources is linked to the achievement of objectives and targets; and that the public sector disposes surplus assets.	The LTS aligns with the objectives and aims set up in this strategy.
The Conservation (Natural Habitats, &c.) Amendment (No. 2) (Scotland) Regulations 2011	These Regulations implement the species protection requirements of the Habitats Directive in Scotland on land and inshore waters including: - Protection of certain habitats and the habitats of species within European sites (i.e. SAC). - Protection of given to European protected species of animals and plants.	The LTS will comply with these Regulations by not resulting in significant effects on protected sites or any protected species or habitats.
National Planning Framework 2 – The Central Scotland Green Network	The Central Scotland Green Network is a key national project within the National Planning Framework which aims to deliver a high-quality green network that will meet environmental, social and economic goals designed to improve people's lives, promote economic development, enhance nature, and help to adapt to climate change.	The LTS will not interfere with the implementation of the Central Scotland Green Network
Roads Scotland Act 1984	This Act details the powers of roads authorities with regard to the construction, maintenance and improvements to new	The LTS will comply with all the relevant requirements of the Roads Scotland Act

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Table 4.1: Relationship with Other Relevant Strategies, Plans, Programmes or Legislation		
Name of PPS or legislation	Main requirements of the PPS or Legislation	How it affects, or is affected by the Local Transport Strategy in terms of SEA issues referred to in Schedule 3 of the 2005 Act.
	and existing roads and footway.	
Road Traffic Regulation Act 1984	This Act gives powers to roads authorities to regulate parking, pedestrian crossings, speed limits and traffic signs.	Parking regulation and vehicle speeds have an effect on the environment and the LTS will reflect this.
Road Traffic Reduction Act 1997	The Act requires councils to prepare reports on the levels of traffic in their area.	The monitoring of the LTS will include an annual report on traffic growth, thereby complying with the Act.
New Roads and Streetworks Act 1991	The Act primarily deals with the administration of roadwork's, and in particular, statutory undertakers.	Poor public utility reinstatements can affect the environment by producing poor running surfaces leading to increased emissions.
Transport Scotland Act 2001	This Act details provisions for the creation of statutory quality bus partnerships and road user charging schemes.	The LTS will recognise the potential benefits to the environment through the provisions of the Act.
Transport Scotland Act 2005	This Act authorised the creation of Regional Transport Partnerships and regulated roadwork's through the creation of a roadwork's commissioner and roadwork register.	The Act led to the creation of Strathclyde Partnership for Transport which has developed the Regional Transport Strategy.
Road Traffic Act 1988	This Act primarily deals with driving offences and penalties, MOTs, and council's requirements for road safety.	The LTS will reflect the benefits to air quality through the provisions of the Act.
Town and Country Planning Act 1990	The Act sets out the framework for how to balance the need for economic development against that for environmental quality in the UK.	Land use planning and transport planning are interlinked and the LTS will recognise this.
The Climate Change (Scotland) Act 2009	The Act sets clear and ambitious targets for emissions reduction, including a 42% reduction by 2020, and other climate change provisions, including adaptation.	The LTS will recognise the duties placed on councils through the Act and will contribute towards achieving the climate change targets contained in the Act.
Equalities Act 2010	The Equality Act 2010 requires public bodies to eliminate unlawful conduct, advance equality of opportunity, foster good relations, and take into account the needs of people relating to age, disability, sex, race, religion and belief, sexual orientation and transgender. It updates, streamlines and strengthens previous	A separate EQIA will be carried out on the LTS.

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Table 4.1: Relationship with Other Relevant Strategies, Plans, Programmes or Legislation		
Name of PPS or legislation	Main requirements of the PPS or Legislation	How it affects, or is affected by the Local Transport Strategy in terms of SEA issues referred to in Schedule 3 of the 2005 Act.
	equalities legislation.	
Scottish Transport Appraisal Guidance	STAG provides a framework for identifying potential interventions for transport issues. It is required when Government funding is sought for proposals to change the transport system.	The LTS will undergo a STAG appraisal.
Scottish Planning Policy (SPP)	The consolidated SPP is the Scottish Government's statement of national planning policy. It sets out the Government's view of the purpose of planning. As well as policy on development plans, the SPP sets out policy on a wide range of planning issues, including housing.	The LTS and associated PPS will have due regard to SPP, and the potential impacts that transportation and related activity will have on the environment and how these can be enhanced or mitigated.
National Transport Strategy	The National Transport Strategy (NTS) sets the long term vision for the Government's transport policies. It has 3 main Outcomes; To improve journey times and connections between our cities and towns and our global markets to tackle congestion and provide access to key markets, to reduce emissions to tackle climate change, and to improve quality, accessibility and affordability of transport, to give people the choice of public transport and real alternatives to the car.	The LTS will contribute to the Outcomes of the NTS.
Water Environment and Water Services (Scotland) Act 2003	Protects the water environment including ground water, surface water and wetlands, for or in connection with implementing the Water Framework Directive.	The LTS will consider the requirements of the Act in protecting the water environment.
Water Environment (Controlled Activities) (Scotland) Regulations 2011	Details the activities which may affect the water environment and are regulated by SEPA. These include discharges, disposal to land, abstractions, impoundments and engineering works.	The LTS will take into consideration all activities that are regulated and licensed by DEFRA.
Nature Conservation (Scotland) Act 2004	Sets out a series of measures, which are designed to conserve biodiversity and to protect and enhance the biological and geological natural heritage of Scotland,	The LTS will comply with the Act by protecting and enhancing the Council's natural heritage.

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Table 4.1: Relationship with Other Relevant Strategies, Plans, Programmes or Legislation		
Name of PPS or legislation	Main requirements of the PPS or Legislation	How it affects, or is affected by the Local Transport Strategy in terms of SEA issues referred to in Schedule 3 of the 2005 Act.
	through the provision of the legal framework for the designation of Sites of Special Scientific Interest (SSSI) sites.	
Scottish Biodiversity: It's in Your Hands – A Strategy for the Conservation and Enhancement of biodiversity in Scotland	Provides a 25 year strategy to conserve and enhance biodiversity throughout Scotland. The overall aim of which is “to conserve biodiversity for the health, enjoyment and wellbeing of the people of Scotland now and in the future”.	The LTS should reflect the Strategy's objectives to protect, enhance and promote biodiversity.
The Scottish Sustainable Development Strategy – Choosing Our Future (Scottish Exec 2006)	Sets out the measures to deliver the national framework for sustainable development and the creation of sustainable communities.	The LTS will take account of the Strategy's key objectives of; <ul style="list-style-type: none"> - Living within environmental limits - Ensuring a strong, healthy and just society - Achieving a sustainable economy - Promoting good governance in delivering sustainable communities.
Scottish Historic Environment Policy (SHEP) December 2011	Sets out policies for the historic environment, provides greater policy direction for Historic Scotland and provides a framework that informs the day-to-day work of a range of organisations that have a role and interest in managing the historic environment.	The LTS will comply with the key objective of protecting, and where appropriate, enhancing the historic and cultural heritage of the area.
Managing Change in the Historic Environment Guidance Notes	These guidance notes explain how to apply the policies contained in the Scottish Historic Environment Policy (2011) and The Scottish Planning Policy (2010)	The LTS will take into account these guidance notes on how to apply the relevant policies regarding the historic environment.
Regional – Glasgow and Clyde Valley (GCV)		
Regeneration Strategy “Changing Gear” 2004 - 2010 (Scottish Enterprise Lanarkshire)	Sets out plans and actions for economic development in Lanarkshire.	The LTS through the appropriate partnership roles will contribute towards the delivery of the actions for the economic development within South Lanarkshire.
GCV Strategic Development Plan	The plan provides a strategic land use framework for the Glasgow and Clyde Valley conurbation.	The LTS will contribute to the implementation of Community Growth Areas (CGAs).

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Table 4.1: Relationship with Other Relevant Strategies, Plans, Programmes or Legislation		
Name of PPS or legislation	Main requirements of the PPS or Legislation	How it affects, or is affected by the Local Transport Strategy in terms of SEA issues referred to in Schedule 3 of the 2005 Act.
Glasgow and Clyde Valley Green Network Partnership	This is a partnership between Local Authorities and other public service agencies to co-ordinate the delivery of a Green Network, in line with the GCV Joint Structure Plan.	The LTS will contribute to the delivery of the Green Network within South Lanarkshire through new walking and cycling routes.
Regional Transport Strategy	Strathclyde Partnership for Transport's regional Transport Strategy outlines the transport objectives and policies for the Strathclyde area including modal shift, safety, environment, economy and access for all.	The LTS will contribute to achieving the objectives and targets of the RTS through the policies and actions contained in it.
South Lanarkshire Council PPS		
South Lanarkshire Local Plan – Adopted Plan (2009)	The plan outlines the development and land use strategy for the area, details planning policy and provides guidance.	The LTS details the priorities for South Lanarkshire many of which are delivered through the Local Plan.
South Lanarkshire Local Development Plan	Forthcoming – will replace the SL Local Plan and will be developed alongside the LHS	As above.
South Lanarkshire Sustainable Development Strategy (2007)	The Sustainable Development Strategy has been developed in a partnership basis. A new strategy is being rdrafted and will be published in 2013	The LTS will take cognisance of the operation and delivery requirements of the Sustainable Development Strategy.
South Lanarkshire Greenspace Strategy (2010)	The Greenspace Strategy aims to provide a network of high quality, sustainable green spaces that meet local needs, enhance quality of life, support a healthy and diverse range of natural habitats and contribute to the economic and social well being of the whole community.	The LTS will promote the benefits of green space areas as part of its active travel policies.
South Lanarkshire Core Path Plan (draft)	The Core Path Plan provides an outline of the provision of non-motorised access to most land and inland water in Scotland for the purpose of recreation and passage (currently under development).	As above.
South Lanarkshire's Carbon Management Plan (2008)	The plan outlines the main sources of Council greenhouse gas emissions and current trends for each. It outlines the challenges faced in reducing direct	The LTS will contain policies that will contribute reducing the Council's emissions though employee travel plan policies.

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Table 4.1: Relationship with Other Relevant Strategies, Plans, Programmes or Legislation		
Name of PPS or legislation	Main requirements of the PPS or Legislation	How it affects, or is affected by the Local Transport Strategy in terms of SEA issues referred to in Schedule 3 of the 2005 Act.
	emissions to adapt to a future low carbon economy and actions that will be taken to reduce carbon emissions	
South Lanarkshire Single Outcome Agreement (2013)	Sets the local outcomes for the delivery of national outcomes for South Lanarkshire to include, improvements to health and well being, the reduction of inequalities in terms of poverty and deprivation and securing a sustainable environment, and a safer South Lanarkshire.	The LTS will be heavily influenced by the Community Planning Partnerships priorities set out in the SOA.
South Lanarkshire Local Biodiversity Action Plan (2010)	Contains actions to improve the biodiversity and ecological function of the local environment.	The LTS will promote where possible the key principles of the LBAP.
South Lanarkshire Rural Strategy (2007)	The Rural Strategy has been developed in a partnership basis under the auspices of the Community Plan.	The LTS will address rural challenges, and in particular the accessability of transport, which will dovetail with key elements of the Rural Strategy.
Joint Health Improvement Plan 3 – 2008-2011	This partnership plan provides a strategic framework to improve the health of the local population.	The LTS will reflect the relevant priorities within JHIP.
Council Plan – Connect (2012-2017)	Sets out the Council's key values and themes and provides the golden thread to Departmental and Service Plans.	The LTS will be complementary to Connect and reflect the transportation objectives of the council plan.
Community Safety Strategy (draft)	Forthcoming -	The LTS will compliment the Community Safety Strategy, with a chapter dedicated to road safety policies..
South Lanarkshire Asset Management Strategy	The Strategy will aim to provide the strategic framework for the sustainable management for Council owned assets.	Priorities associated to the Council's own roads assets will be set out within the LTS.

From the review of these PPS and additional legislation a series of objectives have been identified and taken forward for further consideration in deriving an appropriate set of proposed SEA objectives for the Local Transport Strategy.

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5 Assessment Methodology

5.1 Introduction

The SEA process is iterative in the development of the Local Transport Strategy and ensures the environmental effects are taken into consideration at every stage of the strategy's development. The SEA has been undertaken in parallel with the development of the Local Transport Strategy and has influenced the selection of the preferred policies and actions.

This Environmental Report sets out the results of the assessment and will be consulted on alongside the draft Local Transport Strategy. Any comments received on the SEA Environmental Report will be taken into consideration prior to finalising the Local Transport Strategy.

This chapter sets out the methodology that has been used to assess the environmental effects of the Local Transport Strategy.

5.2 Methodology

The assessment process comprises a series of four stages, the output from each informing the following stage as set out below.

These stages include:

1. Establishing a baseline and subsequently highlighting any key issues (informed from the scope);
2. Assessing the effects of the proposed policies and actions on the SEA objectives;
3. Assessment the cumulative and in-combination effects of the LTS;
4. Identification of appropriate mitigation measures to avoid, reduce or offset any of the adverse effects that are identified and opportunities for improving the effectiveness of the LTS; and
5. Setting out any monitoring requirements as a consequence of this assessment.

5.2.1 Establishing the baseline and identifying the key issues

The baseline was established at the scoping stage and updated following scoping consultation responses. The baseline was obtained from the State of the Environment Report for South Lanarkshire and associated documents and updated where necessary. The baseline is presented in Chapter 6. Key features have been identified from the baseline and are presented in Chapter 7. These were then used to form the basis of the assessment.

5.2.2 Assessment Criteria and assessing the effects of the LTS

The evaluation criteria used in the assessment of the LTS reflects the strategic high level nature of this SEA.

Significance is a measure of the magnitude of a potential effect compared to / in relation with the sensitivity or importance of the receptors. An accurate and robust determination of effect magnitude or sensitivity of a receptor requires a certain level of qualification or quantification. This is generally based on the information contained within the plan, programme or strategy being assessed and the information contained within the baseline review.

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Table 5.1 below sets out the evaluation criteria that will be used to assess the options and policies against the SEA objectives.

Table 6.1 Significance Criteria		
Significance		Definition
✓✓	Major positive	The option will result in a significant beneficial change to the receptor or group of receptors
✓	Minor positive	The option will result in a beneficial change to the receptor or group of receptors
0	Neutral	The option will not affect the receptor or group of receptors
✗	Minor negative	The option will have an adverse effect on the receptor or group of receptors
✗✗	Major negative	The option will have a significant adverse effect on the receptor or group of receptors
?	Uncertain	Effects are uncertain

The environmental assessment will consider measures to prevent, reduce or offset any significant adverse effects as far as possible, before mitigation measures are considered. Mitigation measures could include changes to alternatives, changes to a specific proposal, inclusion of new provisions, technical measures to be applied, identifying issues to be addressed at a subsequent stage and/or proposals to address specific issues through other relevant PPS.

Assessing the development of the LTS through SEA will identify mitigation measures and potential enhancement measures. These measures will be aimed at improving the environmental outcome of the policy. The development and integration of such measures within the policies of the LTS will be recorded through the assessment process, which will include any re-assessment of draft LTS policies.

Monitoring is an integral part of SEA and the significant environmental effects of implementing the LTS should be monitored to check the predictions made during the assessment, identify any unforeseen adverse effects and undertake any remedial action required. A monitoring framework is set out in Chapter 12.

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6.3 Baseline

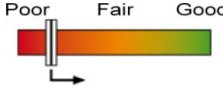
The biennial 'State of the Environment Report for South Lanarkshire' used to inform the preparation of SEAs and other PPS within the Council, provides useful baseline for assessing the current environmental trend across South Lanarkshire and identifying particular areas of concern or relevance. Information from the report has been used to inform the baseline for the SEA. The Council also produces annual reports on the Economic Audit of South Lanarkshire and the Health and Social Situation in South Lanarkshire. Appropriate data within the 2011 edition of these reports has been used in this assessment.

The environmental baseline information is set out below under the SEA Directive Topics. A summary of the baseline conditions from the Council's State of the Environment Report is presented in the sections below.

6.3.1 Population and Human Health

With a population of 311,951 (6% of the total Scottish population), South Lanarkshire is the fifth most populous local authority area in Scotland, with 80% of the population living within the main urban settlements of Cambuslang, Rutherglen, East Kilbride, Blantyre, Uddingston, Bothwell, Hamilton and larger towns including Larkhall, Carluke and Lanark.

South Lanarkshire faces a number of challenges, many of which are related to the availability and quality of the housing stock across all tenures. Not least of these is the demographic challenge particularly relating to an increasing but ageing population and targeting concentrations of poor housing, poor neighbourhoods and poverty and the associated need to 'close the gap' between the most and least deprived people in our communities. There are issues to be addressed in relation to tackling poor health and health inequalities with a higher than average death rate and actual and perceived levels of crime and anti-social behaviour.

Environmental Issue	Baseline information	Data	Source
Population and Human Health 	General Population	311,951 population Life expectancy; 77.7 years Men 79.9 years Women	Local Authority
	Density and Ethnic Composition	1.75 persons per ha 98.87% white 0.63% Pakistani 0.32% Chinese 0.30% Indian	Local Authority
	Deprivation and Health	398 SIMD data zones within South Lanarkshire = 58 are among the 15% most deprived in Scotland	Scottish Government

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Environmental Issue	Baseline information	Data	Source
	Health Statistics	Higher average death rate 5% cancer, 9% CHD, 4% stroke (equating to 56% of the total deaths)	National Records of Scotland
	Lifestyle	Local Residents Survey	Local Authority
	General Health	Good = 66.62% Fairly Good = 22% Not Good = 11.37%	National Records of Scotland SCROL
	Limiting Long Term Illness	21.69% of residents having a limiting long term illness	National Records of Scotland SCROL

6.3.2 Biodiversity

Within South Lanarkshire there is one Special Protection Area (SPA), Muirkirk and North Lowther Uplands situated along the south western boundary of the county and seven Special Areas of Conservation (SAC), Waukenwae Moss, Clyde Valley Woods, Cranley Moss, Braehead Moss, Coalburn Moss, Red Moss and Craigengar.

Muirkirk and North Lowther Uplands SPA is characterised by semi-natural areas of blanket bog, acid grassland and heath. This site qualifies under Article 4.1 of Directive 79/409/EEC by supporting populations Golden Plover *Pluvialis apricaria*, Hen Harrier *Circus cyaneus*, Merlin *Falco columbarius* Peregrine *Falco peregrinus* and Short-eared Owl *Asio flammeus* during the breeding season. This site also supports Hen Harrier over winter.

The site has an industrial heritage, historically mined for coal, limestone and barites which has left a legacy of disused workings, in particular close to the town of Muirkirk where one opencast coal mine remains. The site is threatened by over grazing in particular in areas close to the boundary of the site. Former land drainage practices are visible and remain active to some extent. The area is also used for grouse shooting and managed accordingly, whilst effective management can result in benefits poor management or accidental fires can have a significant effect on the heather cover of the site. Biologically the site is threatened by the heather beetle which has caused damage to the site in recent years, however this is controlled by the parasitic wasp which has increased in number to control the population. This effect is likely to be cyclical. In recent years pressures have arisen from windfarm developers, however future such development within or close to the site will be subject to Environmental Impact Assessment and planning controls.

Six of the seven special areas of conservation are concentrated in the north of the county with the exception of Red Moss. Clyde Valley Woodlands SAC is designated for mixed woodland on base-rich soils associated with rocky slopes. This site is also designated as a National Nature Reserve.

Waukenwae Moss SAC is located between East Kilbride and Strathaven and is designed for active raised bogs and degraded raised bogs. This site is one of the best remaining examples of raised bog in South Lanarkshire¹. The site is considered to be in unfavourable condition due to natural process and human intervention, however this site is in a recovering condition. The main issues affecting this site are artificial drainage, grazing, burning and tree encroachment.

¹ http://gateway.snh.gov.uk/sitelink/documentview.jsp?p_pa_code=1663&p_Doc_Type_ID=3

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Cranley Moss is approximately 1km north of Carstairs and is one of the finest remaining examples of intact raised bog in the UK². The site is currently considered to be in an unfavourable condition as on some parts of the bog heather cover is too high and there is insufficient cover of Sphagnum species. Although not part of the notified interest, the moss also supports locally important concentrations of migratory and breeding birds including red grouse, curlew and short-eared owl. Both greylag and pink-footed geese roost on the site in winter and there is evidence of badger activity.

Braehead Moss is located in the north east of the county close to the village of Braehead and is considered to be in an unfavourable condition due to heather cover being too high on some parts of the bog and insufficient cover of Sphagnum species in some areas³.

Coalburn Moss is located centrally in the county and close to the village of Coalburn. The site is designated due to its active and degraded raised bog. The site is in unfavourable and declining condition as a result of a network of erosion channels with exposed peat. Two old railway lines are present within the site and they were used to transport coal from the former mine at the south west corner of the bog. These now act as footpaths used by local people for informal recreation, dog walking and horse riding⁴.

Red Moss is designated for its active raised bog habitat. The site is in an unfavourable recovering condition due to the presence of un-vegetated erosion channels on the southern bog⁵. The site also supports a range of upland breeding birds such as teal, curlew, red grouse and common sandpiper. Hen harriers are known to roost at the site.

Craigengar SAC is designed for marsh saxifrage, spring-head rill and flush, subalpine dry heath and species-rich grassland with mat-grass in upland areas. Both the marsh saxifrage and spring-head, rill and flush are in unfavourable condition and the other qualifying features are in favourable condition⁶.

The majority of these sites are currently affected by emissions from transport sources with nearly all sites exceeding critical loads for Nitrogen deposition and Sulphur Deposition. Table 6.2 summarises where critical loads are exceeded for these sites and the percentage contribution from transport sources.

Site and Interest Features	Year	% of % kg/N/ha/yr-1 and kg/S/ha/yr-1 from transport sources	Exceeds minimum critical load for nutrient nitrogen?	Exceeds maximum critical load for nutrient nitrogen?	Exceeds minimum critical load for acidity?	Exceeds maximum critical load for acidity?
Waukenwae Moss SAC (all interest features)	2005	3.9% kg/N/ha/yr-1 road transport 0.1% kg/S/ha/yr-1 road transport 1.8% kg/N/ha/yr-1 other transport sources 2.1% kg/S/ha/yr-1 other transport sources	Yes	Yes	Yes	Yes
	2020	0.9% % kg/N/ha/yr-1 road transport	Yes	Yes	Yes	Yes

² http://gateway.snh.gov.uk/sitelink/documentview.jsp?p_pa_code=450&p_Doc_Type_ID=3

³ http://gateway.snh.gov.uk/sitelink/documentview.jsp?p_pa_code=252&p_Doc_Type_ID=3

⁴ http://gateway.snh.gov.uk/sitelink/documentview.jsp?p_pa_code=372&p_Doc_Type_ID=3

⁵ http://gateway.snh.gov.uk/sitelink/documentview.jsp?p_pa_code=1691&p_Doc_Type_ID=3

⁶ http://gateway.snh.gov.uk/sitelink/documentview.jsp?p_pa_code=430&p_Doc_Type_ID=3

Capabilities on project:
Environment

Table 6.2: Critical loads						
Site and Interest Features	Year	% of % kg/N/ha/yr-1 and kg/S/ha/yr-1 from transport sources	Exceeds minimum critical load for nutrient nitrogen?	Exceeds maximum critical load for nutrient nitrogen?	Exceeds minimum critical load for acidity?	Exceeds maximum critical load for acidity?
		0.2% kg/S/ha/yr-1 road transport 0.8% kg/N/ha/yr-1 other transport sources 6.0% kg/S/ha/yr-1 other transport sources				
Clyde Valley Woods (SAC) all interest features	2005	7.6% kg/N/ha/yr-1 road transport 0.4% kg/S/ha/yr-1 road transport 2.4% kg/N/ha/yr-1 other transport sources 2.7% kg/S/ha/yr-1 other transport sources	Yes	Yes	Yes	No
	2020	2.8% kg/N/ha/yr-1 road transport 0.7% kg/S/ha/yr-1 road transport 1.0% kg/N/ha/yr-1 other transport sources 6.8% kg/S/ha/yr-1 other transport sources	Yes	Yes	Yes	No
Cranley Moss SAC all interest features	2005	2.8% kg/N/ha/yr-1 road transport 0.3% kg/S/ha/yr-1 road transport 1.9% kg/N/ha/yr-1 other transport sources 3.9% kg/S/ha/yr-1 other transport sources	Yes	Yes	Yes	Yes
	2020	1.0% % kg/N/ha/yr-1 road transport 0.6% kg/S/ha/yr-1 road	Yes	Yes	Yes	Yes

Capabilities on project:
Environment

Table 6.2: Critical loads						
Site and Interest Features	Year	% of % kg/N/ha/yr-1 and kg/S/ha/yr-1 from transport sources	Exceeds minimum critical load for nutrient nitrogen?	Exceeds maximum critical load for nutrient nitrogen?	Exceeds minimum critical load for acidity?	Exceeds maximum critical load for acidity?
		transport 1.0% kg/N/ha/yr-1 other transport sources 10.3% kg/S/ha/yr-1 other transport sources				
Braehead Moss SAC all interest features	2005	2.2% kg/N/ha/yr-1 road transport 0.1% kg/S/ha/yr-1 road transport 1.1% kg/N/ha/yr-1 other transport sources 30.0% kg/S/ha/yr-1 other transport sources	Yes	Yes	Yes	Yes
	2020	1.0% kg/N/ha/yr-1 road transport 0.3% kg/S/ha/yr-1 road transport 0.7% kg/N/ha/yr-1 other transport sources 7.7% kg/S/ha/yr-1 other transport sources	Yes	Yes	Yes	Yes
Coalburn Moss SAC all interest features	2005	3.9% kg/N/ha/yr-1 road transport 0.4% kg/S/ha/yr-1 road transport 1.0% kg/N/ha/yr-1 other transport sources 1.7% kg/S/ha/yr-1 other transport sources	Yes	Yes	Yes	Yes
	2020	1.6% kg/N/ha/yr-1 road transport 0.6% kg/S/ha/yr-1 road transport	Yes	Yes	Yes	Yes

Capabilities on project:
Environment

Table 6.2: Critical loads						
Site and Interest Features	Year	% of % kg/N/ha/yr-1 and kg/S/ha/yr-1 from transport sources	Exceeds minimum critical load for nutrient nitrogen?	Exceeds maximum critical load for nutrient nitrogen?	Exceeds minimum critical load for acidity?	Exceeds maximum critical load for acidity?
		0.4% kg/N/ha/yr-1 other transport sources 4.3% kg/S/ha/yr-1 other transport sources				
Red Moss SAC all interest features	2005	5.2% kg/N/ha/yr-1 road transport 0.4% kg/S/ha/yr-1 road transport 1.2% kg/N/ha/yr-1 other transport sources 1.6% kg/S/ha/yr-1 other transport sources	Yes	Yes	Yes	Yes
	2020	2.6% kg/N/ha/yr-1 road transport 0.9% kg/S/ha/yr-1 road transport 0.7% kg/N/ha/yr-1 other transport sources 4.1% kg/S/ha/yr-1 other transport sources	Yes	Yes	Yes	Yes
Craigengar SAC Marsh saxifrage	2005	2.8% kg/N/ha/yr-1 road transport 0.1% kg/S/ha/yr-1 road transport 1.5% kg/N/ha/yr-1 other transport sources 2.4% kg/S/ha/yr-1 other transport sources	Yes	Yes	Yes	No maximum set
	2020	1.4% kg/N/ha/yr-1 road transport 0.3% kg/S/ha/yr-1 road transport 1.3% kg/N/ha/yr-1 other	Yes	Yes	No	No maximum set

Capabilities on project:
Environment

Table 6.2: Critical loads						
Site and Interest Features	Year	% of % kg/N/ha/yr-1 and kg/S/ha/yr-1 from transport sources	Exceeds minimum critical load for nutrient nitrogen?	Exceeds maximum critical load for nutrient nitrogen?	Exceeds minimum critical load for acidity?	Exceeds maximum critical load for acidity?
		transport sources 5.5% kg/S/ha/yr-1 other transport sources				
Species-rich Nardus grassland, on siliceous substrates in mountain areas	2005	2.8% kg/N/ha/yr-1 road transport 0.1% kg/S/ha/yr-1 road transport 1.5% kg/N/ha/yr-1 other transport sources 2.4% kg/S/ha/yr-1 other transport sources	Yes	No	Yes	No maximum set
	2020	1.4% kg/N/ha/yr-1 road transport 0.3% kg/S/ha/yr-1 road transport 1.3% kg/N/ha/yr-1 other transport sources 5.5% kg/S/ha/yr-1 other transport sources	Yes	No	No	No maximum set
European dry heaths	2005	2.8% kg/N/ha/yr-1 road transport 0.1% kg/S/ha/yr-1 road transport 1.5% kg/N/ha/yr-1 other transport sources 2.4% kg/S/ha/yr-1 other transport sources	Yes	No	No	No maximum set
	2020	1.4% kg/N/ha/yr-1 road transport 0.3% kg/S/ha/yr-1 road transport 1.3% kg/N/ha/yr-1 other transport sources	Yes	No	No	No maximum set

Capabilities on project:
Environment

Site and Interest Features	Year	% of % kg/N/ha/yr-1 and kg/S/ha/yr-1 from transport sources	Exceeds minimum critical load for nutrient nitrogen?	Exceeds maximum critical load for nutrient nitrogen?	Exceeds minimum critical load for acidity?	Exceeds maximum critical load for acidity?
		5.5% kg/S/ha/yr-1 other transport sources				

In addition to the European protected sited there are 45 SSSIs within the local authority boundary. These are listed below and illustrated on Figure 2.

SSSI	Feature Category	Feature	Last Assessment Condition
Avondale	Broad-leaved, mixed and yew woodland	Upland mixed ash woodland	Unfavourable No change
Birk Knowes	Palaeontology	Silurian - Devonian Chordata	Favourable Maintained
	Stratigraphy	Llandovery	Favourable Maintained
Birkenhead Burn	Palaeontology	Silurian - Devonian Chordata	Favourable Maintained
Blantyre Muir	Bogs (Wetland)	Raised bog	Unfavourable No change
Blood Moss and Slot Burn	Palaeontology	Arthropoda (excluding insects and trilobites)	Favourable Recovered
	Palaeontology	Silurian - Devonian Chordata	Favourable Recovered
	Bogs (Upland)	Blanket bog	Unfavourable No change
Bothwell Castle Grounds	Other invertebrates	Invertebrate assemblage	Favourable Declining
	Broad-leaved, mixed and yew woodland	Upland mixed ash woodland	Unfavourable No change
Braehead Moss	Bogs (Wetland)	Intermediate bog (raised)	Unfavourable No change
Calder Glen	Stratigraphy	Lower Carboniferous [Dinantian - Namurian (part)]	Favourable Maintained
Cander Moss	Bogs (Wetland)	Raised bog	Unfavourable Declining
Carnwath Moss	Bogs (Wetland)	Raised bog	Unfavourable No change
Carstairs Kames	Quaternary geology and geomorphology	Quaternary of Scotland	Favourable Maintained

Capabilities on project:
Environment

Table 6.3 SSSIs and Condition			
SSSI	Feature Category	Feature	Last Assessment Condition
Cartland Craigs	Broad-leaved, mixed and yew woodland	Upland mixed ash woodland	Unfavourable No change
Cleghorn Glen	Broad-leaved, mixed and yew woodland	Upland mixed ash woodland	Unfavourable No change
	Other invertebrates	Invertebrate assemblage	-
Coalsburn Moss	Bogs (Wetland)	Raised bog	Unfavourable Recovering
Cobbinshaw Moss	Bogs (Upland)	Intermediate bog (blanket)	Unfavourable No change
Cobbinshaw Reservoir	Fen, marsh and swamp (Wetland)	Open water transition fen	Favourable Maintained
Craighead Hill Quarry	Igneous petrology	Carboniferous - Permian Igneous	Favourable Maintained
Cranley Moss	Bogs (Wetland)	Raised bog	Unfavourable No change
Dunside	Palaeontology	Arthropoda (excluding insects and trilobites)	Favourable Maintained
Falls of Clyde	Broad-leaved, mixed and yew woodland	Upland mixed ash woodland	Unfavourable Recovering
	Geomorphology	Fluvial Geomorphology of Scotland	-
	Quaternary geology and geomorphology	Quaternary of Scotland	-
Fiddler Gill	Other invertebrates	Beetles	Favourable Maintained
	Broad-leaved, mixed and yew woodland	Upland mixed ash woodland	Unfavourable No change
Garrion Gill	Broad-leaved, mixed and yew woodland	Upland mixed ash woodland	Favourable Maintained
Gills Burn and Mare Gill	Broad-leaved, mixed and yew woodland	Upland mixed ash woodland	Favourable Maintained
Hamilton High Parks	Other invertebrates	Beetle assemblage	Favourable Maintained
	Broad-leaved, mixed and yew woodland	Upland mixed ash woodland	Unfavourable No change
	Broad-leaved, mixed and yew woodland	Wood pasture and parkland	Favourable Maintained
Hamilton Low Parks	Birds - aggregations of breeding birds	Grey heron (<i>Ardea cinerea</i>), breeding	Favourable Maintained

Capabilities on project:
Environment

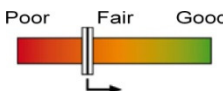
Table 6.3 SSSIs and Condition			
SSSI	Feature Category	Feature	Last Assessment Condition
Jock's Gill Wood	Broad-leaved, mixed and yew woodland	Upland oak woodland	Unfavourable No change
Kennox Water	Stratigraphy	Lower Carboniferous [Dinantian - Namurian (part)]	Favourable Maintained
Leadhills – Wanlockhead	Mineralogy	Mineralogy of Scotland	Favourable Maintained
Millburn	Broad-leaved, mixed and yew woodland	Upland mixed ash woodland	Unfavourable Recovering
Miller's Wood	Broad-leaved, mixed and yew woodland	Upland birch woodland	Unfavourable Declining
Milton-Lockhart Wood	Other invertebrates	Beetle assemblage	Favourable Maintained
Muirkirk Uplands	Birds - aggregations of breeding birds	Hen harrier (<i>Circus cyaneus</i>), breeding	Favourable Maintained
	Birds - assemblages of breeding birds	Breeding bird assemblage	Favourable Maintained
	Palaeontology	Silurian - Devonian Chordata	Favourable Maintained
	Bogs (Upland)	Blanket bog	Unfavourable No change
	Mosaic	Upland assemblage	Favourable Maintained
	Birds - aggregations of non-breeding birds	Hen harrier (<i>Circus cyaneus</i>), non-breeding	Unfavourable Declining
	Birds - aggregations of breeding birds	Short-eared owl (<i>Asio flammeus</i>), breeding	Favourable Maintained
Nethan Gorge	Other invertebrates	Beetle assemblage	Favourable Maintained
	Broad-leaved, mixed and yew woodland	Upland mixed ash woodland	Favourable Maintained
North Lowther Uplands	Mosaic	Upland assemblage	Favourable Maintained
	Birds - assemblages of breeding birds	Breeding bird assemblage	Unfavourable Declining
	Birds - aggregations of breeding birds	Hen harrier (<i>Circus cyaneus</i>), breeding	Unfavourable Declining
	Mineralogy	Mineralogy of Scotland	-
Raven Gill	Stratigraphy	Arenig - Llanvirn	Favourable Maintained
Red Moss	Bogs (Wetland)	Raised bog	Unfavourable Recovering

Capabilities on project:
Environment

Table 6.3 SSSIs and Condition			
SSSI	Feature Category	Feature	Last Assessment Condition
Ree Burn and Glenbuck Loch	Stratigraphy	Wenlock	Favourable Maintained
River Clyde Meanders	Geomorphology	Fluvial Geomorphology of Scotland	Unfavourable No change
Shiel Burn	Palaeontology	Silurian - Devonian Chordata	Favourable Maintained
Shiel Dod	Mosaic	Upland assemblage	Favourable Maintained
Tinto Hills	Quaternary geology and geomorphology	Quaternary of Scotland	Unfavourable Declining
	Dwarf shrub heath (Upland)	Subalpine dry heath	Unfavourable No change
	Mosaic	Upland assemblage	Favourable Maintained
Townhead Burn	Broad-leaved, mixed and yew woodland	Upland mixed ash woodland	Favourable Maintained
Upper Nethan Valley Woods	Broad-leaved, mixed and yew woodland	Upland mixed ash woodland	Favourable Maintained
	Broad-leaved, mixed and yew woodland	Wet woodland	Favourable Maintained
Waukenwae Moss.	Bogs (Wetland)	Raised bog	Unfavourable Recovering

Out of the 45 sites within the South Lanarkshire area five have been assessed as unfavourable declining or an interest feature of which is classed as unfavourable declining,

Table 6.4 below summarises the sites designed for nature conservation in South Lanarkshire.

Table 6.4 Biodiversity, flora and fauna			
Environmental Issue	Baseline information	Data	Source
Biodiversity 	Special Protection Areas	- 1 (Muirkirk and North Lowther Uplands)	Local Authority, SNH
	Special Area of Conservation (No. and Ha)	- 7 Total area 1,151 Ha.	Local Authority, SNH
	National Nature Reserves	- 2 (Clyde Valley Woodlands and Braehead Moss)	Local Authority, SNH
	Sites of Special Scientific Interest	- 45	Local Authority, SNH
	Regionally Important Sites	- Important Bird Areas – North Lowther Hills and Falls of Clyde	RSPB
	Local Nature Reserve	- 2 (Langlands Moss and	Local Authority

Capabilities on project:
Environment

Table 6.4 Biodiversity, flora and fauna			
Environmental Issue	Baseline information	Data	Source
		Morgan Glen)	
	Sites of Importance for Nature Conservation	- Limited Data	-
	Woodland	- Total woodland area 31,697 Ha incl. 4,170 Ha. Semi natural woodland; Ha broadleaf and Ha coniferous	Forestry Commission
	Lowland / Intermediate Raised Bog Inventory Sites	- 69 sites, Total area 2,400Ha.	SNH

6.3.3 Material Assets and Landscape

South Lanarkshire's landscape is diverse, with the Lowther hills dominating the southern fringes of the area, with a mixture of rolling farmland and river valleys stretching the majority of the area and more urbanised landscapes in the north. The landscape and its subsequent components are important assets for the area, giving South Lanarkshire its distinctive character, promoting community well being, supporting the local biodiversity and contributing to the local economy.

There are six Special Landscape Areas within South Lanarkshire Lower Clyde Valley, Middle Clyde Valley, Pentlands, Upper Clyde Valley, Douglas Valley, Tinto, Southern Uplands Culter Fell and Leadhills / Lowther Hills these areas are described in Table 6.5 below

Table 6.5 Special Landscape Areas	
Special Landscape Area	Description
Lower Clyde Valley	<p>This landscape area is an areas where the urban fringe farmlands fall to the Clyde Valley. The key qualities of this designation include:</p> <ul style="list-style-type: none"> - Scenic qualities in the combination of dramatic landform, meandering rivers, waterfalls, extensive woodland, shelter and tranquillity - Cultural features, including buildings, designated landscapes, historic industry and historic and literary associated - Extensive semi natural woodlands and high quality water environment - Accessibility due to the proximity to urban areas, paths and walkways and country parks.
Middle Clyde Valley	<p>This is a varied landscape of wooded river gorges and more open farmland areas with and number of settlements. The key qualities of this designation include:</p> <ul style="list-style-type: none"> - Scenic qualities in the combination of large valleys surrounding major rivers, enclosure contrasting with the surrounding farmlands, dramatic side gorges extensive woodland shelter and tranquillity - Cultural features, including the New Lanark World Heritage Site; designated landscapes; historic buildings and settlements, extensive orchards and historic and literary associations

Capabilities on project:
Environment


Table 6.5 Special Landscape Areas	
Special Landscape Area	Description
	<ul style="list-style-type: none"> - Extensive semi-natural woodlands, orchards, meadows and high quality water environment - Accessibility to the urban and local populations via footpaths, walkways, minor roads and A72 tourist route.
Upper Clyde Valley	<p>This area is framed by the foothills and hills of the Southern Uplands. The Clyde is a core feature and it marks the transition between the upland landscapes and the south and the farmlands to the north. The key qualities of this designation include:</p> <ul style="list-style-type: none"> - Scenic qualities of a meandering river in broad semi-upland setting that contracts with the enclosing hills of the Southern Uplands and the prominent Tinto Hill - Cultural features include country houses set in designed policies, small settlements and the historic burgh of Biggar in the valley and many signs of prehistoric settlement in the hills - A network of mature policy woodlands and shelterbelts, a high quality water environment and vast areas of heather moorland and rough grassland - Frequently visited, as it is traversed by major transport routes to the south and includes popular hillwalking destinations such as Tinto Hill and Culter Fell
Douglas Valley	<p>This is an area around the sheltered upland river valley of the Douglas water and Douglas Village. The key qualities of this designation include:</p> <ul style="list-style-type: none"> - Scenic compositional qualities of a meandering upland river passing through sheltered, mature pastoral landscape enclosed by moorland hills; - Cultural features include the designated landscape of Douglas Castle and the historic village of Douglas together and their historic associations with the Douglas family, the Cameronians regiment and literary associations with Sir Walter Scott - A network of mature policy woodlands and shelterbelts and high quality water environment - Frequently visited, as the M74 passes through the eastern end of the designated area and intersects with the main east-west route of the A70 which passes along the valley. The village of castle are visitor destinations with well maintained footpaths through the designated landscape.
Pentland Hills	<p>The Pentland Hills are distinguished by being smaller of scale and geographically distinct as a range. The key qualities of this designation include:</p> <ul style="list-style-type: none"> - Scenic qualities of moorland and rounded hills contrasting with sheltered pastoral valley and farmland around the edges - Cultural features within South Lanarkshire include the designated landscapes of Little Sparta and sites of archaeological significance - Extensive areas of peatland, heather and moorland vegetation - Proximity of accessible and open countryside to a large population via the A70 and A72. Crossed by footpaths and tracks and part of a larger designated and highly populated area.
Lowther Hills	<p>The qualities of this designation include:</p> <ul style="list-style-type: none"> - An extensive area of high, smooth, rolling, hills and varied upland glens with a sense of emptiness engendered by a lack of extensive forestry or windfarm development - Cultural features include the mining heritage surrounding Leadhills and remains of

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Special Landscape Area	Description
	settlements on the sides of glens - Extensive areas of rough grassland and heather moorland vegetation; - The Southern Uplands Way and other walking routes accessible via the M74 and main roads passing through to the west; visitor attractions at Leadhills and fishing on the Daer reservoir.

Within South Lanarkshire there are four Gardens and designated landscapes Chatelherault, Hamilton Place that are adjacent to the M74 to the east of Hamilton and Lee Castle, the Falls of Clyde are located to the north west and south west of Lanark. Whilst these sites are designated for their historical and landscape importance they are also key recreational sites within the County and provide the public with access to the environment.

Table 6.6 below summarises the material assets and landscape designations within South Lanarkshire.

Environmental Issue	Baseline information	Data	Source
Material Assets and Landscape 	Vacant and Derelict Land	230 sites 518 ha	Local Authority
	Recreational Open Space and Greenspace	- 2 allotment areas (21,559 m ²) 649 ha - Semi Natural - 137 ha Parks/Gardens - 902 ha Amenity - 309 ha Sport	Local Authority
	Countryside Access	- 308 Rights of Way (463 km of routes) - 759 km candidate Core Paths - 225 km Aspirational Network - 1126 km Existing Path Network - 93 km candidate Core Water routes	Local Authority
	Cycling Network	- 2000 km of mixed routes - 3 National Cycle Routes (NCR 74, NCN 75 & NCR 756)	Local Authority
	Built Facilities	- 1 Arts Centre - 91 Community Halls and Centres - 124 Primary Schools - 17 Secondary Schools	Local Authority

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Environment

Table 6.6: Material Assets and Landscape			
Environmental Issue	Baseline information	Data	Source
		<ul style="list-style-type: none"> - 8 Special Schools - 10 Youth Centres - 25 Public Libraries - 22 Sports and Leisure Facilities - 6 Golf Courses - 1 Ice Rink - 47 Outdoor Recreation Facilities 	
	Landscape	- 49.63% Upland Landscape	
	Regional Scenic Area	- 1	Local Authority
	Special Landscape Areas	- 6	Local Authority
	Green Belt	- 219 km2 Area	Local Authority
	Minerals	<ul style="list-style-type: none"> - 4 Open Cast Coal Sites - 8 Sand and Gravel Sites - 3 Hard Rock Quarries - 4 Peat Extraction Sites - 4 Mineral Recycling Facilities - 25 Bings 	Local Authority

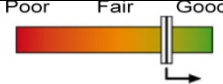
6.3.4 Waste

The majority of the waste collected by South Lanarkshire Council is municipal waste, which currently is showing signs of stabilising. In order to reduce the rate of waste production it is vital that the consumption of raw materials is reduced, whilst at the same time maximising the rate of waste recovery. It is important to ensure that the methods employed to increase the rates of waste recovery do not themselves pollute the environment. The South Lanarkshire Area Waste Plan is seeking to increase the amount of waste disposed of in a sustainable manner (e.g. recycling, composting), this target is in place to reduce the amount of waste going to landfill sites (93% of waste in 2000). The Council has invested in infrastructure aimed at reducing municipal waste that will aid this goal being achieved; this investment has developed civic amenity sites and the provided separate recycling bins for 90% of South Lanarkshire homes⁷. Table 6.7 summaries the waste sites in South Lanarkshire.

Table 6.7 Waste			
Environmental Issue	Baseline information	Data	Source
Waste	Waste Generation	- 190,914t Household waste	Local Authority

⁷ The State of South Lanarkshire's Environment, November 2011

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Environment

			
		<ul style="list-style-type: none"> - 3,832t Commercial Waste - 584t Industrial Waste 	
	Waste Treatment	<ul style="list-style-type: none"> - 68,277t Household Waste Recycled - 3,832t Commercial Waste Recycled - 20,567t Municipal Waste Composted 	Local Authority
	Waste Disposal	<ul style="list-style-type: none"> - 2 Landfill Sites - 122,637t Disposed to Landfill 	Local Authority
	Waste Management Facilities	<ul style="list-style-type: none"> - 6 Civic Amenity Sites - 39,996 tonnes of Waste Collected - 25,869 tonnes recycled 	Local Authority
	Recycling Facilities	<ul style="list-style-type: none"> - 121,000 Blue Bins (Recycled Material) - 142,364 Brown Bins (Compost Material) - 52,000 Red Bins (Glass) 	Local Authority
	Street Litter	<ul style="list-style-type: none"> - 70 score for Cleanliness Index 	Audit Scotland and Local Authority
	Illegal Dumping	<ul style="list-style-type: none"> - 4,000 Fly-tipping Incidents - 130 Abandoned Vehicles 	Local Authority

6.3.5 Transport

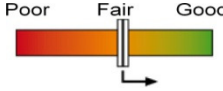
South Lanarkshire is located centrally in western Scotland and has a range of characteristic environments from urban in the north or rural in the south. The distinctly urban north is surrounded by greenbelt areas yet within the immediately south of the urban areas are many commuter settlements of workers travelling to larger towns and Glasgow. It has been noted that the impact of this is that these centres have declined significantly to levels where many no longer offer an essential range of services and dependence on private vehicle ownership is high. More centrally in South Lanarkshire there is more than average numbers of retired people and the economy relies on tourism with traditional industries, such as mining, no longer operating.

South Lanarkshire Council is responsible for a road network that is 2,269 km in length and comprises of 290 km of A class roads, 250 km of B class roads, 407 km of C class roads and 1,321 km of unclassified roads. This does not include the motorway and trunk road network, which is the responsibility of Transport Scotland. 49% of the network is in urban areas whilst 51% is in rural parts of the county⁸. The Transport baseline of South Lanarkshire is summarised in Table 6.8 below.

Table 6.8: Transport

⁸ The State of South Lanarkshire's Environment, November 2011

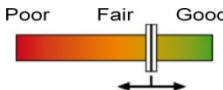
Capabilities on project:
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Environmental Issue	Baseline information	Data	Source
Transport 	Road Network Condition	- 38% rated as in need of maintenance treatment	Local Authority
	Traffic Growth	- Mixed Data	Local Authority
	Congestion	- 2008 Sampled – 85% not delayed	Local Authority and Scottish Government
	Road Safety	- 136 People Killed or Seriously Injured (49% - 68% reduction)	Local Authority, NHS and Strathclyde Policies
	Public Transport	- Public Transport Usage (8% Use Bus, 1% Used Taxi, 2% Use Rail) - 6,431,888 Rail Journeys across South Lanarkshire	Local Authority and SPT
	Walking and Cycling	- 19% Walk - <1% Cycle	Scottish Household Survey
	School Travel	- 44% Walk - 1% Cycle - 19% Bus - 25% Car - 11% Other	Local Authority

6.3.6 Soils

Soil quality in South Lanarkshire is considered to be generally good although baseline data is difficult to gather and is rarely updated. There is a diverse range of geologies which can broadly be defined into 5 separate regions. Human activity, land use and intensity and global climatic effects can be detrimental to soils, reducing their distribution, function and sustainability. Healthy and diverse soils are important for crop growth, carbon storage and sustaining biodiversity across a range of habitat types. There are large differences between the soil types across South Lanarkshire, with some soils characterised by historical contamination resulting from industrial activities, agricultural land supporting a variety of crops, woodlands and peatlands⁹. The state of the soils in South Lanarkshire is summarised in Table 6.9 below.

Table 6.9: Soils

Environmental Issue	Baseline information	Data	Source
Soils 	Geology	- 12 geologically designated SSSI. The area is characterised by its coal, shale and carboniferous limestone resulting in a legacy, in some areas, of	Local Authority and SNH

⁹ The State of South Lanarkshire's Environment, November 2011

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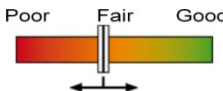
Table 6.9: Soils			
Environmental Issue	Baseline information	Data	Source
		contaminated land from former extractive industries.	
	Land Classification	<ul style="list-style-type: none"> - 1 – 0 km² - 2 – 6 km² - 3 – 267 km² - 4 – 459 km² - 5 – 376 km² - 6 – 532 km² - 7 – 2 km² - Built-up – 125 km² - Water – 7 km² 	Scottish Government
	Contaminated Land	<ul style="list-style-type: none"> - 5800 sites on Potentially Contaminated Land Sites - 2500 Initial Investigated Sites - 30 Stage 1 Sites 	Local Authority

6.3.7 Air, Noise and Light

Air quality across South Lanarkshire is generally below National Air Quality Objectives, with ‘hotspot’ areas identified within the urban environment. Transport is the main source for urban pollution, with elevated levels associated with the main transport corridors. Within the rural environment, acidification and nutrient enrichment are the main concerns, particularly across elevated ground. Long-range pollutants, emitted out-with South Lanarkshire are mainly associated with these effects and therefore controlling such pollutants is more challenging.

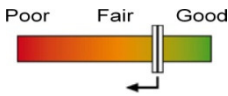
Noise pollution can either be defined as residential or environmental. Since the introduction of more stringent powers in 2005 complaints have more than doubled. In 2010/11, 2849 complaints were received; reflecting an elevated trend in complaints since 2006/07.

Light pollution is acknowledged as a source of pollution and nuisance and can be detrimental to human health and the environment. Light pollution is a greater problem, as would be expected, in the more urbanised north west area of South Lanarkshire. There is no specific data regarding light pollution in South Lanarkshire, however within Scotland areas of highest light pollution have only increased from 1% to 2% from 1993 to 2010¹⁰.

Table 6.10: Air, Noise and Light			
Environmental Issue	Baseline information	Data	Source
<p>Air</p> 	Local Air Quality	<ul style="list-style-type: none"> - 5 Continual Monitoring Sites - 18 Diffusion Monitoring Sites - 1 LAQMA – Whirlies, 	Local Authority

¹⁰ The State of South Lanarkshire’s Environment, November 2011


Capabilities on project:
Environment

Table 6.10: Air, Noise and Light			
Environmental Issue	Baseline information	Data	Source
		East Kilbride	
	Point Source Emissions	- 8 Part A Sites - 95 Part B Sites	SEPA
	Long-range Pollutants	- 7 SAC Sites Exceed Acid Deposition - 6 SAC Sites Exceed Nutrient Enrichment	SEPA and APIS
	Nuisance	Complaints received: - 5 Dust/Grit Complaints - 45 Smoke - 9 Dark Smoke - 33 Garden Bonfires - 170 Odour (data for 2010/11)	Local Authority
Noise and Light 	Noise Complaints	- 2,849 noise related complaints (2010/11). - 2428 Residential noise complaints (2010/11) - 366 Environmental noise complaints (data for 2010/11)	Local Authority
	Light Pollution	- 57 complaints since April 2005	Local Authority

6.3.8 Water

The water environment is an important resource in South Lanarkshire. There are a number of larger watercourses, most notably the River Clyde, which is the main catchment within South Lanarkshire with the majority of the watercourses drain into it. Water quality in South Lanarkshire is currently relatively good and has continued to show improvement over the years. There has been a continual increase in annual water flow rates, in line with increasing precipitation across the region. At the same time the number of flood scouting incidents responded to by the Council have also increased.

There is also 20 reservoirs across South Lanarkshire for which South Lanarkshire Council is the Enforcement Authority under the Reservoirs Act 1972 this is to ensure that the Statutory Undertakers (owners) fulfil their legal responsibilities. Table 6.11 summaries the water environment within South Lanarkshire.

Table 6.11: Water			
Environmental Issue	Baseline information	Data	Source
Water 	Water Bodies	- 25 Principle Water Courses - 20 Reservoirs	Local Authority
	Water Quality	- 14 Good Status Water Bodies	SEPA

Capabilities on project:
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Table 6.11: Water			
Environmental Issue	Baseline information	Data	Source
		<ul style="list-style-type: none"> - 22 Moderate Status Water Bodies - 13 Poor Status Water Bodies - 2 Bad Status Water Bodies 	
	River Flow	<ul style="list-style-type: none"> - 11 National Gauging Stations - 16 SEPA Gauging Sites 	CEH and SEPA
	Standing Water Bodies	<ul style="list-style-type: none"> - 2 Good Status Reservoirs 	SEPA
	Ground Water	<ul style="list-style-type: none"> - 15 Good Status - 6 Poor Status 	SEPA
	Water Pollution	<ul style="list-style-type: none"> - 690 CAR Licensed Activities (132 Scottish Water Discharges – 41 Combined Sewage Overflows; 28 Treatment Works) - 4 PPC Licensed Activities 	SEPA
	Flooding	<ul style="list-style-type: none"> - 1153 Properties at Risk from Fluvial Flooding - 97 Properties at Risk from Coastal Flooding - 1581 Flooding Incidents (163 Property Floods) - 83 Flood Scout Actions 	Local Authority

6.3.8.1 The Water Framework Directive:

The EU Water Framework Directive (WFD) which became law in Scotland in 2003 introduced an integrated approach to the protection, management and monitoring of the water environment. Most of Scotland is within the Scotland River Basin District (RBD), including the LTS area. The major river catchments that cross the border with England are included in the Solway Tweed RBD.

A River Basin Management Plan (RBMP) has been published for each RBD, setting up the objectives for the water bodies and the actions (or measures) required to ensure that all the water bodies achieve their WFD objectives.

The Scotland RBMP will be considered during the development of the LTS to ensure compliance with the WFD and national regulations.

Watercourses and reservoirs managed under the WFD are their current WFD status is summarised in Table 6.12 below

Capabilities on project:
Environment

Table 6.12 WFD watercourses in South Lanarkshire

Watercourse name	Catchment	Current Classification (2008 level)	Achieve good status by 2015 / 2021 / 2027	Heavily Modified Water Body	Artificial Water Body	Protected Area
Drainage ditch upstream Cobbinshaw	River Almond	Poor Status	Good by 2027	N	N	River Almond (Lothian) – Freshwater Fish (existing)
Killandean Burn/Harwood Water	River Almond	Poor Status	Good by 2021	N	N	River Almond (Lothian) – Freshwater Fish (existing)
Darmead Linn	River Almond	Poor Status	Good by 2021	N	N	River Almond (Lothian) – Freshwater Fish (existing)
White Cart Water (above Kittoch conf)	White Cart Water	Moderate Status	Good by 2027	N	N	White Cart Water - Freshwater Fish (existing) Within a UWWTD Sensitive Area
Kittoch Water	White Cart Water	Poor ecological potential	Good by 2027	Y	N	White Cart Water - Freshwater Fish (existing) Within a UWWTD Sensitive Area
River Clyde (North Calder to Tidal Weir)	River Clyde	Bad ecological potential	Good by 2027	Y	N	River Clyde - Freshwater Fish (existing) Within a UWWTD Sensitive Area
River Clyde (Potrail Water to Mouse Water)	River Clyde	Poor Status	Good by 2021	N	N	River Clyde - Freshwater Fish (existing)
Daer Water (d/s Daer Reservoir)	River Clyde	Good ecological potential	Good by 2015	Y	N	River Clyde - Freshwater Fish (existing)
Daer Water (u/s Daer Reservoir)	River Clyde	Good Status	Remains at good	N	N	River Clyde - Freshwater Fish (existing)
Rotten Calder Water	River Clyde	Moderate Status	Good by 2027	N	N	River Clyde - Freshwater Fish (existing) Within a UWWTD Sensitive Area
North Calder Water (Luggie Burn to Clyde)	River Clyde	Bad Status	Good by 2027	N	N	River Clyde - Freshwater Fish (existing) Within a UWWTD Sensitive Area
Wellshaw/Earnock Burn	River Clyde	Poor ecological potential	Good by 2027	Y	N	River Clyde - Freshwater Fish (existing)
Auchter Water	River Clyde	Poor Status	Good by 2027	N	N	River Clyde - Freshwater Fish (existing) Within a UWWTD Sensitive Area
Avon Water (Powmillon)	River Clyde	Poor Status	Good by 2021	N	N	River Clyde - Freshwater Fish (existing)

Capabilities on project:
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Table 6.12 WFD watercourses in South Lanarkshire

Watercourse name	Catchment	Current Classification (2008 level)	Achieve good status by 2015 / 2021 / 2027	Heavily Modified Water Body	Artificial Water Body	Protected Area
Burn to River Clyde)						Within a UWWTD Sensitive Area
Darngaber Burn	River Clyde	Poor Status	Good by 2015	N	N	River Clyde - Freshwater Fish (existing)
Cander Water/White Corse Burn	River Clyde	Poor Status	Good by 2021	N	N	River Clyde - Freshwater Fish (existing) Within a UWWTD Sensitive Area
Jock s Burn	River Clyde	Moderate Status	Good by 2027	N	N	River Clyde - Freshwater Fish (existing)
Nethan Water	River Clyde	Poor Status	Good by 2027	N	N	River Clyde - Freshwater Fish (existing)
Logan Water	River Clyde	Poor ecological potential	Good by 20115	Y	N	River Clyde - Freshwater Fish (existing)
Fiddler Burn/Mashock Burn	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing)
Mouse Water (Dippool Water to Clyde)	River Clyde	Bad Status	Good by 2027	N	N	River Clyde - Freshwater Fish (existing) Within a UWWTD Sensitive Area
Dippool Water (u/s Mosshat Burn)	River Clyde	Moderate Status	Good by 2015	N	N	River Clyde - Freshwater Fish (existing)
Netherton Burn	River Clyde	Good ecological potential	Good by 2015	Y	N	River Clyde - Freshwater Fish (existing)
Douglas Water (Poneil to Clyde)	River Clyde	Moderate Status	Good by 2027	N	N	River Clyde - Freshwater Fish (existing)
Douglas Water (Parkhall Burn to Poneil)	River Clyde	Moderate Status	Good by 2027	N	N	River Clyde - Freshwater Fish (existing)
Douglas Water (u/s Parkhall Burn)	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing)
Parkhall Burn	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing)
Glespin Burn	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing)
Poniel Water	River Clyde	Moderate Status	Good by 2027	N	N	River Clyde - Freshwater Fish (existing)
Carmichael Burn	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing)
Glade Burn	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing)

Capabilities on project:
Environment

Table 6.12 WFD watercourses in South Lanarkshire

Watercourse name	Catchment	Current Classification (2008 level)	Achieve good status by 2015 / 2021 / 2027	Heavily Modified Water Body	Artificial Water Body	Protected Area
Medwin Water	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing)
South Medwin	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing) Within a Drinking Water Protection Zone
North Medwin Water (d/s Westruther Burn Confluence)	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing)
North Medwin Water (u/s Westruther Burn Confluence)	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing) Within a Drinking Water Protection Zone
unnamed tributary of North Medwin	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing)
Westruther Burn	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing)
Culter Water	River Clyde	Poor Status	Good by 2021	N	N	River Clyde & River Tweed - Freshwater Fish (existing) Within a Drinking Water Protection Zone
Cow Gill/Eastside Burn/Duncan Gill	River Clyde	Good ecological potential	Good by 2015	Y	N	River Clyde - Freshwater Fish (existing) Within a Drinking Water Protection Zone
Wandel Burn	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing)
Garf Water	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing)
Roberton Burn/Milking Burn	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing)
Duneaton Water (d/s Black Burn)	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing)
Duneaton Water (u/s Black Burn)	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing)
Black Burn	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing)
Snar Water	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing)
Glengonnar	River Clyde	Moderate	Good by	N	N	River Clyde - Freshwater

Capabilities on project:
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Table 6.12 WFD watercourses in South Lanarkshire

Watercourse name	Catchment	Current Classification (2008 level)	Achieve good status by 2015 / 2021 / 2027	Heavily Modified Water Body	Artificial Water Body	Protected Area
Water		Status	2027			Fish (existing)
Camps Water	River Clyde	Good ecological potential	Good by 2015	Y	N	River Clyde - Freshwater Fish (existing)
Midlock Water	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing)
Elvan Water/Shortcleuch Water	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing)
Portrail Water	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing)
River Irvine (u/s Glen Burn)	River Irvine	Good Status	Remains at Good	N	N	River Irvine – Freshwater Fish (existing)
Glen Water	River Irvine	Good Status	Remains at Good	N	N	River Irvine – Freshwater Fish (existing)
Avon Water (Calder Water to Powmillon Burn conf)	River Clyde	Poor Status	Good by 2015	N	N	River Clyde - Freshwater Fish (existing)
Avon Water/Glengavel Water (to Calder Water conf)	River Clyde	Poor ecological potential	Good by 2027	Y	N	River Clyde - Freshwater Fish (existing) Within a Drinking Water Protection Zone
Powmillon Burn	River Clyde	Poor Status	Good by 2015	N	N	River Clyde - Freshwater Fish (existing)
Kype Water	River Clyde	Moderate Status	Good by 2027	N	N	River Clyde - Freshwater Fish (existing) Within a Drinking Water Protection Zone
Lochar Water	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing)
Avon Water (u/s Glengavel Water conf)	River Clyde	Poor Status	Good by 2015	N	N	River Clyde - Freshwater Fish (existing)
Calder Water	River Clyde	Poor Status	Good by 2015	N	N	River Clyde - Freshwater Fish (existing)
Grains Burn	River Clyde	Good Status	Remains at Good	N	N	River Clyde - Freshwater Fish (existing)
Garrion Burn	River Clyde	Poor Status	Good by 2021	N	N	River Clyde - Freshwater Fish (existing)
Dippool Water	River Clyde	Bad Status	Good by 2027	N	N	River Clyde - Freshwater Fish (existing)
Mouse Water (u/s Dippool Water)	River Clyde	Bad Status	Good by 2027	N	N	River Clyde - Freshwater Fish (existing) Within a UWWTD Sensitive Area
River Clyde	River Clyde	Moderate	Good by	N	N	River Clyde - Freshwater

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Table 6.12 WFD watercourses in South Lanarkshire

Watercourse name	Catchment	Current Classification (2008 level)	Achieve good status by 2015 / 2021 / 2027	Heavily Modified Water Body	Artificial Water Body	Protected Area
(Strathclyde Loch outflow to North Calder)		Status	2021			Fish (existing) Within a UWWTD Sensitive Area
River Clyde (Mouse Water to Strathclyde Loch outflow)	River Clyde	Moderate Status	Good by 2027	N	N	River Clyde - Freshwater Fish (existing) Within a UWWTD Sensitive Area

Table 6.13 WFD Reservoirs in South Lanarkshire

Lake name	Catchment	Current Classification (2008 level)	Achieve good status by 2015 / 2021 / 2027	Heavily Modified Water Body	Artificial Water Body	Protected Area
Cobbinshaw Reservoir	River Almond	Poor ecological potential	Good by 2027	Y	N	-
Camps Reservoir	River Clyde	Moderate ecological potential	Good by 2027	Y	N	Within a Drinking Water Protection Zone
Daer Reservoir	River Clyde	Good ecological potential	Good by 2015	Y	N	Within a Drinking Water Protection Zone

6.3.9 Climatic Factors


The climate in South Lanarkshire is changing with a rise in the average annual temperature, wetter summers, cooler winters with less frost and snowfall. These climatic shifts along with more extreme weather events will have a dramatic impact on South Lanarkshire's environment as well as the population.

The main greenhouse gas (GHG) emitted in South Lanarkshire is Carbon dioxide (CO₂), deriving from transport, industry and domestic sources (such as heating, lighting and cooking). In order to mitigate against climate change both the cause and consequence must be addressed. Scotland has set an 80% reduction target for GHG emissions, which South Lanarkshire must contribute towards, whilst also adapting to a changing climate.

Sustainable lifestyles are promoted through various routes, either through the Council's Sustainable Development Strategy or Eco-Schools Scotland. All local authority schools in South Lanarkshire are registered with the Eco-Schools programme, however there needs to be a greater emphasis on promoting this programme within secondary schools¹¹.

¹¹ The State of South Lanarkshire's Environment, November 2011

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Environment

Table 6.14: Climatic Factors			
Environmental Issue	Baseline information	Data	Source
Climate Change 	CO ₂ Emissions	- 2,174 kt CO ₂ (855 kt Domestic; 1437 kt Industrial and Transport; -118 kt Land Use)	Scottish Government
	Local Energy Consumption	- 2,008 GWh Gas - 1,389 GWh Electricity	Scottish Government
	Road Transport Fuel	- 195.5 kt Fuel	Scottish Government
	Renewable Energy Capacity	- 3 Hydro-electric Power Stations (17.975 MW Running Capacity) - 6 Wind Farms (275.2 MW Running Capacity) - 7 Consented Wind Farms (632 MW Running Capacity)	Local Authority
	Potential Climatic Impacts	- 6-15% increase in Annual Rainfall (1970 – 2006) - 11 Extreme Weather Events Recorded	CEH and SEPA
	Ecological Footprint	- 5.17 Gha (2.87 Planet Earths)	Local Authority

6.3.10 Cultural Heritage

South Lanarkshire has a diverse cultural heritage, particularly with having Medieval Burghs such as Hamilton and Lanark, through to planned villages like New Lanark. There are many listed buildings and also archaeological features (which in some cases may not have been fully recorded) in the region. The cultural heritage sites in South Lanarkshire are protected and conserved via designation status, through either national legislation, regional or local policy. As detailed in the table below, making up the cultural heritage landscape of South Lanarkshire there are also scheduled ancient monuments, conservation areas, buildings at risk, gardens and designed landscapes, country parks, battlefields and museums/historic attractions.


Perhaps most notably, South Lanarkshire has one World Heritage Site (WHS), New Lanark. New Lanark is a restored 18th century cotton mill village located south of Lanark close to the Falls of Clyde (a designated landscape) and the A73. New Lanark Conservation Trust was formed in 1974 as an independent registered Scottish charity dedicated to the restoration and development of the historic village, which was inscribed as a WHS in 2001¹². Heritage Features and illustrated on Figure 3.

Table 6.15: Cultural Heritage			
Environmental Issue	Baseline information	Data	Source

¹² The State of South Lanarkshire's Environment, November 2011

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Table 6.15: Cultural Heritage

Environmental Issue	Baseline information	Data	Source
Historical and Cultural Heritage 	Listed Buildings	- 1092 Buildings	Local Authority and Historic Scotland
	Scheduled Ancient Monuments	- 179	Local Authority and Historic Scotland
	Conservation Areas	- 30 (7 designated as outstanding)	Local Authority
	Buildings at Risk	- 108 Buildings	Local Authority and Scottish Civic Trust
	Gardens and Designed Landscapes	- 7	Local Authority and Historic Scotland
	Archaeological Sites	- 4534	Local Authority and West of Scotland Archaeological Service
	Battlefields	- 2	Battlefield Trust
	Museums and Historic Attractions	- 10 Museums - 4 Historical Attractions	Local Authority
	World Heritage Sites	- 1 New Lanark	Local Authority
	Country Parks	- 3 (including Hamilton Low Park, forming part of Strathclyde Country Park)	Local Authority, National Trust for Scotland

Capabilities on project:
Environment

7 Key Issues

7.1 Introduction

In developing the draft themes within the LTS it was identified that we live in a fluid and often dynamic environment, consequently it recognises there are a number of external and internal influences that affect our local transport needs and the quality of the local environment. These influences range from changes in national policy, economic circumstances, emerging local needs and demographic changes that can potentially influence how the LTS is delivered and the prioritisation of services over the implementation period of the strategy. In order for the LTS to achieve its outcomes for the full benefit of the community the strategy will require to take into consideration the physical environment, human health and the natural environment and consider their interaction.

Table 7.1 sets out the key issues faced by South Lanarkshire and where relevant how the LTS will help to address and adapt.

Table 7.1 Environmental issues associated with the development of the LTS	
Key Issues	Relevance to the plan
Population and Human Health	
Population within South Lanarkshire has increased at a faster rate than the national average. The Council's adopted Local Plan and the Glasgow and the Clyde Valley Housing Need and Demand Assessment identified the need for increased housing across the area.	The LTS must identify and address increased transport demand due to housing needs and the impacts on the inability to access convenient and affordable transport has on the people of South Lanarkshire. The LTS should seek solutions to avoid potential implications on human health and wellbeing through transport activities.
The population across South Lanarkshire experience higher than average poor health related death rates, with life expectancy increasing at a lower rate than the national average and the health status below Scottish average for all key indicators of health.	The LTS will aim to protect, enhance and create high quality active travel opportunities to meet the needs of all groups of society, including older people and others with particular needs. This includes any demand and long term sustainability and accessibility issues. The LTS will enhance health and wellbeing by including measures that enable people to be able to choose active travel choices such as walking and cycling.
South Lanarkshire is an environmentally diverse area with heavily populated areas in the north and extensive rural areas in the south and west. The overall population density within South Lanarkshire is 1.75 persons per hectare however this varies considerably across the area from a high of 28.23 persons per hectare in Rutherglen to 0.19 persons per hectare in Clydesdale east.	The LTS will take into consideration the changing demographic area and the potential this will have on environmental needs. The LTS will promote health improvements through closer integration of healthy and sustainable local environments.
Although parts of South Lanarkshire experience an excellent quality of life, there are pockets of	The LTS will consider the environmental issues that contribute towards social deprivation, and aim to create transport networks that link areas of need with employment,

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Table 7.1 Environmental issues associated with the development of the LTS	
Key Issues	Relevance to the plan
deprivation.	education and training opportunities.
Biodiversity, Fauna and Flora	
There is no change in the number of designated sites within South Lanarkshire, with 50% of sites demonstrating favourable status. Although the total area of woodland cover within South Lanarkshire is continually increasing areas of ancient woodland and other semi-natural habitats are extensively fragmented with poor habitat connectivity therefore further work is required to improve connectivity of such habitats, expanding native broadleaf woodland cover.	Although it is anticipated that the LTS will not directly affect any designated sites or related species, the LTS will promote the integration of biodiversity in order to enhance biodiversity and improve the local environment.
There is a general poor level of species richness within urbanised area, with limited pockets of rich habitats.	The LTS will recognise the importance biodiversity has in improving the quality and richness of the local environment in order to promote the health and well-being of the local population.
Material Assets	
South Lanarkshire has a number of purpose-built facilities ranging from sports facilities to community halls. The purpose of such facilities is to promote an active lifestyle, provide a sense of community identity and encourage learning. These facilities are important for promoting wellbeing and improving health of the general population in the area.	The LTS will promote the use of these facilities through Community Partnerships to encourage active lifestyles and community wellbeing.
The distribution of population across South Lanarkshire determines the level and type of transport utilised across the area. Although the level of traffic growth is increasing in some parts of the area and falling in others, the use of public transport (i.e. bus) and active transport modes have decreased whilst rail use has increased. The Council has recently identified Core Paths Network, which is aimed at linking communities and promoting physical activities including walking and cycling.	The LTS will aim to encourage modal shift away from single occupancy car journeys to more sustainable forms of transport including walking, cycling and public transport. The LTS will continue to promote the core path network and the benefits this brings by linking communities through active travel.
Soil	
The soil quality across South Lanarkshire is generally good, with the number of potentially contaminated sites are decreasing through a continual investigation programme.	The LTS will endeavour to have no adverse impact on the soil quality in South Lanarkshire.
Air, Noise and Nuisance	
Air quality across South Lanarkshire is good however,	The LTS will consider the impacts of road traffic on air

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Table 7.1 Environmental issues associated with the development of the LTS	
Key Issues	Relevance to the plan
there are some areas where traffic emissions result in poor air quality that exceed national limits set to protect human health.	quality, and develop policies to mitigate against poor air quality.
Complaints recorded indicate that the level of noise complaints has increased, particularly relating to residential noise.	The LTS will endeavour to ensure that transport interventions will not have an adverse effect on overall noise level and where this cannot be achieved, provide mitigating measures.
Water	
River quality within South Lanarkshire has continued to improve along with a reduction in single pollutant incidents, with the poorest quality rivers associated within the dense urban areas and historic mining areas. Precipitation and water flow rates in the rivers across the region have continually increased along with the number of flooding incidents.	The LTS should support the enhancement and management of the quality and quantity of the water environment in both urban and rural areas, including approaches directed towards SUDs, floodplains and surface water runoff.
Cultural Heritage	
South Lanarkshire encompasses a very broad range of landscapes, urban and rural, medieval burghs that are culturally rich in archaeological remains and industrial monuments. The area has a rich heritage with an increase in the number of designated sites, listed buildings and scheduled Ancient Monuments. The cultural richness of the area provides a rich sense of cultural identity which is important for enhancing the quality of life across the region.	The LTS can contribute to the preservation of the cultural richness of communities, by ensuring that transport proposals do not adversely affect any areas of cultural heritage.
Landscape	
South Lanarkshire's landscape is diverse, from the prominent Lowther hills across the southern fringes through the mixed rolling farmland and river valleys, to the more urbanised landscapes in the north. The landscape is an important asset for the area, providing a distinctive character, promoting community well being, supporting the local biodiversity and contributing to the local economy.	It is anticipated that the LTS will not directly affect the landscape characteristics of the area, but will promote the cultural richness of the landscape and the community, particularly ensuring the preservation of the distinctiveness of the rural areas.
South Lanarkshire has a mosaic of distinct landscape types that inter-relate the natural, physical, cultural and historical characteristics of the area.	The LTS, through developing walking and cycling networks, can encouraging the use and respect of open/ communal areas for the benefit of local communities
Climate Change	

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Table 7.1 Environmental issues associated with the development of the LTS	
Key Issues	Relevance to the plan
South Lanarkshire's climate is linked at the national and global scale, with global changes having a consequence locally. Over the past century Scotland's climate has changed more rapidly than anything evident in the past, with temperatures rising by approximately 1 °C.	The LTS will take consideration in the potential impacts associated with future changes in South Lanarkshire's climate particularly with regard to the effects on the road network from precipitation and wind.
There is a slight decrease in CO2 emissions across South Lanarkshire (including emissions per capita), which is linked to a reduction in energy consumption, however consumption rate per capita remains above the national average.	The LTS will encourage the uptake of low carbon vehicles in South Lanarkshire to reduce the emissions associated with transport.
The renewable energy capacity of South Lanarkshire has increased considerably, with the area becoming an energy exporter.	The LTS will promote the use of renewables in developing electric vehicle charging infrastructure.
Although South Lanarkshire's ecological footprint is less than the Scottish or UK average, it is still higher than what can be naturally sustained therefore further effort is required to reduce the area's footprint.	The LTS will ensure that transport is sustainable as practicable, thus helping to reduce South Lanarkshire's ecological footprint.

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8 Results of the Assessment

8.1 Introduction

The policies and actions set out within the LTS have been assessed in two stages. Whilst it is important to highlight where temporary effects could occur from construction, with good practice and appropriate construction mitigation, these could be avoided or reduced to an acceptable level. However it was felt that the presentation of these effects within the assessment matrixes presented in Appendix B could mask that key issues. This chapter has therefore been split into temporary, short term effects that could occur as a result of construction and potential permanent and operational effects.

8.2 Construction Impacts

Construction activities generally include the following:

- Vegetation removal;
- Ground /earth removal;
- Movements of materials (import of construction materials and removal of waste);
- Traffic movements to and from site;
- Noise generated by construction machinery / activities;
- Construction of contractor compounds;
- Changes to water drainage patterns (below ground and surface); and
- Generation of dust resulting from earth movements and construction activities.

Table 8.1 sets out the types of policies and actions under each LTS Theme which could result in construction effects.

Table 8.1: Policies and Actions which could result in construction	
LTS Objective	Policies and Actions which may involve construction
Road Maintenance and Asset Management	<ul style="list-style-type: none"> - Road and Footway Improvements - Road Repairs - Bridge Strengthening - Bridge Upgrades - Street Lighting Improvements
Road Safety	<ul style="list-style-type: none"> - Road Safety Improvements - Street Lighting Improvements - Installation of new traffic signals
Sustainable Travel	<ul style="list-style-type: none"> - Improvements of walking and cycling facilities and further development of the core path network - Extension of the cycling network - Public transport infrastructure improvements including interchanges - Implementation of charging points for low carbon vehicles
Transport and the Environment	<ul style="list-style-type: none"> - Implementation of Flood Adaption Schemes - Implementation of Luminaries
Transport and the Economy	<ul style="list-style-type: none"> - Stewartfield Way Enhancement - Lanark Gyrotory - A726 and Greenhills Road

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Table 8.1: Policies and Actions which could result in construction	
LTS Objective	Policies and Actions which may involve construction
	<ul style="list-style-type: none"> - M8/M73/M74 Improvements Raith Interchange - Stonehouse Link - Downiebrae Road Upgrade

Table 8.2 provides details on the short term and temporary effects in relation to each of the SEA Objectives that may arise during construction activities associated with the policies and actions set out in Table 8.1. The extent of construction required for each is not known at this stage therefore potential negative effects shown in Table 8.2 may not occur as a consequence of the construction activities of all that are listed. It details the general potential effects that could arise from construction activities.

Table 8.2 also sets out potential mitigation measures to minimise construction effects. However, specific measures will need to be developed and implemented as part of the scheme development.

Table 8.2 Potential Construction Effects and Mitigation		
SEA Objective	Potential Effects	Potential Mitigation Measures
To improve human health and community well being across South Lanarkshire	<ul style="list-style-type: none"> - Nuisance (noise, odour, dust) - Footpath, bridleway and cycleway closures and diversions - Temporary changes / alterations to public transport timetables - Construction traffic 	<ul style="list-style-type: none"> - Good Practice Guidelines - Consultation with the Environmental Health Officer - Consultation with local residents and users of footpaths, cycleways and bridleways - Provision of alternative routes (diversions) during construction
To promote improvements in access to a functional environment		
To promote, improve and enhance bio-diversity and encourage access to wildlife and the countryside	<ul style="list-style-type: none"> - Vegetation removal - Loss and fragmentation of habitat - Hedgerow removal - Impacts on breeding / wintering birds (disturbance) - Impacts on fish - Discharge of silt laden runoff 	<ul style="list-style-type: none"> - Minimise tree / vegetation / topsoil removal - Habitat reinstatement - Protected species surveys /licences / mitigation. - Timing and construction - Site clearance outwith the breeding bird season - Control and treatment of surface runoff
To protect high quality and sensitive soils and prevent soil contamination.	<ul style="list-style-type: none"> - Erosion or damage to soil - Land contamination - Soil compaction from heavy machinery 	<ul style="list-style-type: none"> - Implement soil erosion prevention measures outlined in good practice guidance - Pre construction surveys and application of Good Practice
To enhance and protect the water environment.	<ul style="list-style-type: none"> - Temporary discharges / risk of pollution - Discharge of silt laden runoff - Pollution incidents 	<ul style="list-style-type: none"> - Use of construction SUDS and adoption of best practices to avoid pollution of watercourses - Consultation with SEPA and obtaining the necessary temporary

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Table 8.2 Potential Construction Effects and Mitigation		
SEA Objective	Potential Effects	Potential Mitigation Measures
		<ul style="list-style-type: none"> - discharge consents - Adoption of best practices to avoid pollution of watercourses - Monitoring Private Water Supplies where required - Appropriate storage of fuels and solvents
To prevent the deterioration in air quality	<ul style="list-style-type: none"> - Creation of dust and particulates 	<ul style="list-style-type: none"> - Follow appropriate guidelines for construction dust management - Implementation of construction management plans
To minimise noise and light pollution	<ul style="list-style-type: none"> - Noise and vibration resulting from construction activity 	<ul style="list-style-type: none"> - Restriction on working hours - Use of good practice such as low noise machinery - Use of silencers on generators - Erection of temporary noise screens where required - Use of directional lighting
To promote the sustainable use of material assets	<ul style="list-style-type: none"> - Waste generation (from aggregates (rubble, concrete)) 	<ul style="list-style-type: none"> - Reuse of materials where appropriate
To protect, and where appropriate, enhance the historic and cultural heritage of the area	<ul style="list-style-type: none"> - Temporary effect on the setting of World Heritage Sites a Scheduled Monument, listed building or site of archaeological importance. 	<ul style="list-style-type: none"> - Archaeological watching briefs - Minimise and monitor ground disturbance
To promote a rich environmental landscape within South Lanarkshire	<ul style="list-style-type: none"> - Visual impacts of construction activities 	<ul style="list-style-type: none"> - Temporary screens and hoarding
To promote safe, attractive and sustainable communities within South Lanarkshire	<ul style="list-style-type: none"> - Potential for accidents 	<ul style="list-style-type: none"> - Appropriate controls and security of construction sites
To promote the efficient use of resources and adapt to a changing climate	<ul style="list-style-type: none"> - Increased emissions from construction vehicles. - Waste generation (from aggregates (rubble, concrete)) 	<ul style="list-style-type: none"> - Preparation of a waste management plan demonstrating how targets for recycling and reuse of aggregates and other waste will be met - Management of waste in line with Developers Duty of Care

Most of the potential effects that could occur as a result of construction can be reduced or avoided through the implementation of appropriate mitigation measures. Any construction works will need to be timed appropriately where require so as to avoid significant effects on the qualifying features of any designed sites and protected species. Providing appropriate controls are put in place to avoid or minimise the effects of construction it is unlikely that the LTS when implemented will result in significant adverse effects on the environment. However, in order to ensure that the options taken forward under the LTS do not result in a significant effect during construction, the LTS should include a specific

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statement / commitment requiring that schemes which are taken forward for development undertake an assessment relevant to the scales of the scheme which will identify project level mitigation accordingly.

8.3 Operational Effects

This section provides a summary of the key findings from the assessment of policies and actions presented within the LTS on the SEA objectives without mitigation. Mitigation measures and residual effects are presented in Chapter 10. This section considers permanent and operational effects only, temporary and construction effects are considered in Section 8.2 above. The detailed matrixes for the assessment of operational effects are presented in Appendix B. The key findings from the assessment matrixes are summarised below, according to each Theme.

8.3.1 Road Maintenance and Asset Management

Maintaining the road and footway network is a key council priority and following consultation with the public is the highest priority. Under this strategic option the council will develop an asset management plan which will introduce new practices and will provide the overall framework and logic within which existing good practice may be more effectively applied and enhanced by new practices. Policies and actions have been established under this strategic option for future road maintenance and asset management and further policies and actions set out against the following four headings.

8.3.2 Bridges

Over the past ten years the council has invested heavily in a bridge strengthening programme following a survey which concluded 121 bridges in the region were substandard for the introduction of 40 tonne vehicles to the highway network. This has however resulted in a backlog of bridge maintenance in the region a high proportion of which span river crossings. The maintenance of these structures is essential to minimise the requirement for bridge replacement in the future.

8.3.3 Street Lighting

The council are currently working towards the renewal of all potentially defective lighting columns. New luminaries improve lighting performance which is shown to lead to fewer road traffic accidents, a reduction in crime, a reduction in fear of crime and an increase in community pride. The LTS will seek to continue with this programme and extend it to include the renewal of columns which support overhead cables.

8.3.4 Traffic signals and pedestrian crossings

The Council supports the implementation of traffic signals and pedestrian crossings in the interest of road safety.

8.3.5 Winter Maintenance

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Through the LTS the council will seek to continue with their programme of winter maintenance which will be reviewed annually to ensure safe passage of road transport and minimise disruption and delays as a result of winter weather as far as possible.

The potential effects of the policies and actions set out under each theme are summarised in table 8.3 below.

Table 8.2: Summary of the potential effects of the Road Maintenance and Asset Management Policies and Actions		
Theme	Policy/Action	Potential Effects
Road maintenance and asset management	Policies	The LTS policies seek to implement and prioritise road maintenance and asset management to continue to improve the quality of the road and footpath infrastructure within the county. Ensuring the maintenance of the road network will minimise traffic disruption and the frequency of congestion as well as minimise accident risk as far as possible without the implementation of separate road safety policies and actions. These policies will result in positive effects on human health and well being, safety, biodiversity, air quality, noise and the historic environment associated with reduced congestion and therefore a reduction in emissions. Where the accident rate is minimised as a result this will also minimise spillage risk which will contribute to the enhancement and the protection of the water environment.
	Actions	The actions will implement the policies as described above which will result in the beneficial effects as described. The implementation of road and footways improvements may result in some localised land take, however through sensitive and appropriate design and the implementation of mitigation measures as necessary significant environmental effects will not result.
Bridges	Policy	This Policy will ensure that the bridges within South Lanarkshire are safe offering positive effects to SEA objectives by promoting well-being and access to a safe environment. A number of positive effects may result from bridges being kept operational and safe allowing access and preventing diversions which would increase journey length and time as well as increasing emissions.
	Actions	The LTS actions set out bridge strengthening and maintenance measures. These measures will ensure accessibility is maintained and the transport network remains efficient. Without these actions in place it could result in a requirement to replace whole bridge structures in the future. If whole structure replacements were required this could result in long and diversions over a long time period impacting on accessibility and increasing journey length and potentially resulting in greater environmental effects associated with large scale infrastructure development in particular where bridges span watercourses.
Street Lighting	Policies	The LTS sets out policies for street light improvements in particular targeting those areas of higher crime. Street light maintenance and improvements will result in positive effects on safety which in turn will facilitate accessibility. Replacement of street lighting with more efficient and directional lighting will reduce light pollution and result in positive effects on human health, biodiversity, landscape and the historic environment. The use of more efficient technology will also contribute to a

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Table 8.2: Summary of the potential effects of the Road Maintenance and Asset Management Policies and Actions		
Theme	Policy/Action	Potential Effects
		reduction in green house gas emissions. Where additional street lighting is proposed this should ensure that this does not result in a significant effect from light pollution as a consequence.
	Actions	The LTS action is to continue with the street light improvements which will reduce light pollution and have positive effects on human health, biodiversity, landscape, and the historic environment.
Traffic Signals and Pedestrian Crossings	Policies	The Policy present several positive effects by improving well-being, access to assets and accessibility for South Lanarkshire residents. Improved traffic signals will also encourage people to travel on foot giving health benefits and reducing emissions from vehicles. However, the location of traffic signals and crossings should be modelled and sited appropriately so as not to increase congestion in particular in town centres.
	Actions	This implements the policy described above and will result in the positive benefits described.
Winter Maintenance	Policies	The LTS sets out policies for winter maintenance which will ensure efficiency of the road and footpath network as far as possible during winter weather. This will ensure accessibility to services and employment during periods of extreme winter weather. The winter maintenance policies will also ensure the road and footpath network is safe minimising accidents and resulting in positive effects on human health and wellbeing, helping to promote a safe environment and reduce spillage risk.
	Actions	The actions implement winter maintenance through the treatment of roads and footpaths in advance and during winter weather events. This will allow the safe passage of vehicles and pedestrians appropriate to the prevailing weather conditions.

8.4 Road safety

The LTS will aim to improve road safety through aiming to reduce road accidents, road safety engineering, education, enforcement and encouragement. This will be achieved through prioritisation of road safety improvements and the continued promotion and education of road safety initiatives.

The potential effects of the policies and actions set out under each theme are summarised in table 8.4 below.

Table 8.4: Summary of the potential effects of the Road Safety Policies and Actions		
Theme	Policies/Actions	Potential Effects
Road Safety	Policies	The LTS sets out policies and actions to improve road safety, target improvements in areas where there are high accident rates and improve the perception of safety on

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Table 8.4: Summary of the potential effects of the Road Safety Policies and Actions

Theme	Policies/Actions	Potential Effects
		access to the public transport network. Improvements to road safety will have beneficial effects on human health and well being and promote safe attractive and sustainable communities. Reducing the accident rates will also lead to a reduction in congestion and thus emissions albeit this is unlikely to be measurable on a council wide scale. Improving the perception of safe access to the public transport network may contribute to a modal shift increasing the number of people who choose to commute by public transport. This will lead to a reduction in journeys made by car, emissions which in term will lead to positive effects on biodiversity, air quality, noise, landscape and the historic environment. These policies should link into the public transport policies to ensure that the public's perception of safety on public transport is also improved to further encourage a modal shift.
	Actions	The actions set out within the LTS implement the policies described above, as such will implement the positive effects described above. As part of the actions to improve safety and the perception of safety a programme of street lighting improvements will continue to be implemented. This action has the potential to conflict with the policies and actions set out under the transport and the environment theme. However the light pollution policies set out to ensure all new or replacement lighting is more efficient and directional than those removed therefore overall this action should result in beneficial effects not only on safety, human health and wellbeing with regards to safety but also with regards to light pollution and minimising the impacts of light pollution.

8.5 Sustainable Transport

Policies and actions have been developed under three themes, walking and cycling, public transport and low carbon vehicles.

8.5.1 Walking and Cycling

In 2009/10 less than 10% of the residents within South Lanarkshire walked or cycled to work or place of education, however a high proportion of residents only made short or moderate commutes. A new cycle network was implemented as part of the previous LTS and this LTS will seek to further expand on this. This will be supported by encouraging walking and cycling in children from an early age so as to increase the number of adults who cycle and walk in the future. The Council will also work with its schools to develop sustainable travel initiatives and facilities.

8.5.2 Public Transport

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The highest used public transport service in South Lanarkshire are buses which also have the greatest capacity to deal with an increase in passenger numbers. The LTS will seek to increase the number of people who choose to travel by bus by making the bus network more appealing through improved stops, timetable accessibility and real time passenger information. Travel by rail in South Lanarkshire is increasing and rail travel increased from 4 million trips in 2002/03 to 7.5 million in 2009/10. The LTS will seek to build on this modal shift through the introduction of multi modal journeys and the provision of park and ride facilities at stations to encourage a further increase in rail use.

8.5.3 Low Carbon Transport / Vehicles

South Lanarkshire have embraced policy in the public sector leading by example on climate change by investing in a fleet of electric vehicles. The LTS will continue to support this policy by implementing charging points in areas of low air quality and the strategic network to further encourage this shift. A disadvantage in electric vehicles is the time taken to charge (re fuel) the vehicle; the LTS will also explore the installation of rapid charging points that will charge a vehicle in approximately 15 minutes to encourage the update of this technology.

The potential effects of the policies and actions set out under each theme are summarised in table 8.5 below.

Table 8.5: Summary of the potential effects of the Sustainable Transport Policies and Actions		
Theme	Policies/Actions	Potential Effects
Walking and cycling	Policies	The LTS policies are aimed at increasing the number of journeys that are made by foot and bike throughout the county and to support the encouragement of active travel in children with the aim that this will also result in a legacy increase in the future. The Policies will also result in positive effects on human health and well being through increased activity. There may also be indirect benefits through a reduction of emissions associated with a modal shift to walking and cycling, however it is likely that this effect would not be seen during the lifetime of this plan. A reduction in emissions through a modal shift will also have positive effects on biodiversity, air quality, noise and the historic and cultural environment.
	Actions	The LTS seeks to achieve these policies through the implementation of three actions. The implementation of these actions will facilitate the beneficial effects described above. LTA20 whilst facilitating an increase in cycling through the development of the National Cycle Network could result in negative effects on biodiversity through habitat loss and effects on the setting of historic assets and visual effects. These effects can be mitigated through appropriate siting and design and providing mitigation is implemented it is unlikely the adverse effects will not outweigh the positive effects. Where possible existing infrastructure such as disused railway lines should be used to facilitate a new cycle network, this will also benefit and promote the sustainable use of material assets.
Public transport	Policies	The LTS policies all support a modal shift towards public transport through an improved quality of service and multi modal interchanges. A shift to public transport will have positive effects on biodiversity, the historic environment, air quality and noise through a reduction in emissions and traffic. These policies will also have positive effects on human health and wellbeing through reduced emissions and accessibility.

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Table 8.5: Summary of the potential effects of the Sustainable Transport Policies and Actions		
Theme	Policies/Actions	Potential Effects
	Actions	Generally the actions will mirror the beneficial effects of the policies described above. Negative effects could result from the implementation of park and ride facilities on biodiversity associated with land take, the water environment associated with surface runoff, land and the historic environment from setting and air quality, noise and lighting on residential properties which are close to where these facilities are developed. These effects however can be mitigated by appropriate siting, design and mitigation measures such as visual screening and therefore do not outweigh the benefits associated with the modal shift to public transport and reducing congestion in towns through their implementation.
Low carbon vehicles	Policies	The LTS will support the introduction of low carbon vehicles. This will have positive effects on, human health, biodiversity, air quality, noise and cultural heritage associated with a reduction in emissions. Due to the availability of such types of vehicles and the accessibility of refuelling stations it is unlikely that any noticeable effects solely from this policy will be seen throughout the lifetime of this plan.
	Actions	The three actions set out within the LTS will enable this policy to be facilitated by providing charging points including rapid charging points at strategic locations. The LTS will ensure the inclusion of electric charging points in all new developments. This will encourage the uptake of electric cars which will result in the potential beneficial effects described above. The charging points will be included within existing and new developments therefore potential negative effects associated with the implementation of electric charging points will be minimal. Whilst an increase in charging points may facilitate an uptake in electric vehicles the time taken to refuel them still remains a constraint of their appeal, as such the inclusion of rapid charging points at strategic locations is a welcome inclusion.

8.5.4 Sustainable Transport Recommendations

Overall the policies and actions set out under the sustainable transport theme will have beneficial effects on the environment through the encouragement of a modal shift towards more sustainable forms of transport and reducing reliance on the car. The following recommendations have been identified by the SEA to maximise the benefits of these policies and actions.

Whilst provision of safe cycle ways will promote and encourage a modal shift commuters may still choose not to cycle to their place of business or work as facilities to shower and or change are unavailable. It is recommended that the LTS considers a policy option to encourage and support businesses to provide appropriate facilities to enable cycle to work.

During consultation the largest issue raised was rural accessibility and accessibility to services. It is recommended that the LTS seeks to work with bus operators to improve rural accessibility of services and employment which will further benefit accessibility, human health and well being.

Within South Lanarkshire the bus operators are privately owned. The LTS should work with bus operators to investigate the benefits of an integrated ticketing system.

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8.6 Transport and the Environment

The effects of Climate Change have been visible in recent years with an increase in severe weather events. Scotland's emissions are twice the global average per head and legislative duties have been put in place to meet national targets of a reduction in greenhouse gas emissions. The LTS sets out policies and actions which will contribute to achievements in reduction targets as well as ensuring the transport network can adapt to and cope with the changing weather patterns.

8.6.1 Air Quality

Poor air quality can result in negative effects on the human health, biodiversity, the aquatic environment, soil quality and the historic environment through the deposit of particulates and acid rain. Road traffic is one of the main sources of poor air quality within South Lanarkshire. This is greater adjacent to busy roads and junctions and localised pollution can result where roads become congested, especially within towns and villages. South Lanarkshire has one declared Air Quality Management Area (AQMA) at the Whirlies Roundabout in East Kilbride and is in the process of declaring a further one in Rutherglen. In addition all of the SACs within the county are exceeding minimum critical loads for nitrogen and or sulphur deposition. A reduction in emissions and improved air quality is interlined with the other strategic objectives. Modal shifts, low carbon vehicles, asset management to reduce congestion will all contribute to a reduction in emissions and improvements in air quality.

8.6.2 Flood Management

An increase in and higher intensity rainfall over recent years has lead to an increase in flooding affecting homes and the transport network. The Scottish Adaptation Programme sets out objectives, policies and proposals to adapt to climate change, the LTS will continue to support the development and implementation of this programme.

8.6.3 Light Pollution

Light pollution can result in effects on human health, biodiversity and cultural heritage. The LTS will support a reduction in light pollution through the replacement of low pressure sodium lights with luminaries with good optimal control and design on all new infrastructure and replacement schemes.

8.6.4 Noise Pollution

The Council will continue to monitor noise pollution throughout the area and supports the development of Noise Management Areas and Quiet Areas where required.

The potential effects of the policies and actions set out under each theme are summarised in table 8.6 below.

Table 8.6: Summary of the potential effects of the Transport and the Environment Policies and Actions

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Theme	Policies/Actions	Potential Effects
Air Quality	Policies	The LTS policies seek to continue to meet statutory targets and integrate air quality considerations into strategic policies and plans. These will result in beneficial effects on air quality, human health and wellbeing as well as local biodiversity. The policies however do set out anything above a beyond what is set by other council policies and targets. However through the implementation of other policies and actions to encourage a modal shift to more sustainable forms of transport and measures which will reduce congestion emissions will reduce and improvements in air quality achieved.
	Actions	The actions set out ensure a reduction in road transport emissions in AQMAs, this will result in positive effects on localised air quality in these areas. This will also have beneficial effects on human health and well being in these localised areas. Improved air quality associated with a reduction in emissions will also have positive benefits on climate change.
Flood management	Policies	The LTS sets out one flood management policy which is to continue to support the development and implementation of the Scottish Adaptation Programme. This will ensure transport infrastructure is adaptable to changes in climate which will reduce the frequency of travel disruption. This will have positive effects on human health and wellbeing through ensuring confidence that the transport network and services will continue to operate during adverse weather as well as reducing congestion during adverse weather events. Adaption to climate change such as the incorporation of SUDS will have beneficial effects on the water environment associated with reduced flooding and treated runoff. This policy promotes the efficient use of resources and adapts to a changing climate.
	Actions	This action considers the implementation of management measures set out within the Scottish Adaptation Programme as such the beneficial effects described above will result as a consequence of their implementation. Localised negative effects may result as a consequence of any land take to implement the measures, however through appropriate design and mitigation these should be able to be mitigated.
Light pollution	Policies	The LTS sets out one policy for light pollution which seeks to lobby the Scottish Government to regulate light pollution and empower local authorities to control light pollution through the planning system. The control of light pollution will have beneficial effects on biodiversity, landscape and the historical environment it will also have beneficial effects on human health and wellbeing.
	Actions	The actions set out seek to replace lighting with more directional and energy efficient systems. The actions also investigate reduced lighting during hours of reduced need. All of the actions will ensure the implementation of the positive effects described above as well as contributing to a reduction in green house gas emissions associated with increased energy efficiency. The implementation of these actions however should take into consideration safety and accessibility so that these are not compromised by their implementation.
Noise pollution	Policy	The LTS sets out one policy in relation to noise pollution which will continue to

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Table 8.6: Summary of the potential effects of the Transport and the Environment Policies and Actions

Theme	Policies/Actions	Potential Effects
		monitor noise pollution and establish noise quality management areas and quiet areas where required. The monitoring of the noise independently will not result in any positive effects rather it establishes a baseline and higher risk areas where noise pollution is significant and could be affecting human health and wellbeing. Targeting measures to reduce noise within these areas will lead to beneficial effects on health and wellbeing. In the long term this may lead to indirect effects through investment within these areas which previously may have been deterred. This policy is integrated with those which promote a modal shift and quieter more efficient vehicles as combined these will all contribute to a reduction in noise pollution.
	Action	The action seeks to continue to implement measures to reduce noise pollution which is sourced from the transport network. This will improve human health as well as promoting safe and attractive communities within the area.

8.7 Transport and the Economy

Transport is interlinked with the economy as for business to grow and survive they require a high quality transport network to facilitate access and encourage new development. The transport network also facilitates access to retail and essential facilities which are a vital part of the economy.

8.7.1 Transport and New Development

The LTS will support the planning process of new developments by ensuring that they are within highly accessible locations and will ensure all requirements have been considered within Transport Assessments of new developments and the enforcement of travel plans.

8.7.2 Parking and Demand Management

Illegally parked vehicles can result in congestion within towns and villages as traffic flow is affected. This in turn can result in effects on bus services through delays and the safety of cyclists and pedestrians. The LTS will seek to address this through the control of on street parking to ensure flow is unimpeded and the enforcement of this.

8.7.3 Traffic Growth

Traffic growth has declined in South Lanarkshire in recent years. The LTS will continue to support this reduction through the implementation of policies as set out under other strategic objectives such as increasing the use of public transport and the number of people walking and cycling. The LTS will also work with developers to ensure accessibility through sustainable travel.

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8.7.4 New Roads

Whilst new roads will result in increased land take and potential environmental effects in the correct circumstances they can be beneficial with appropriate design and siting by easing congestion and the environmental effects associated with this. The LTS will support this by supporting major and minor schemes where it is proven that they will ease congestion.

The potential effects of the policies and actions set out under each theme are summarised in table 8.7 below.

Table 8.7: Summary of the potential effects of the Transport and the Economy Policies and Actions		
Theme	Policies/Actions	Potential Effects
Transport and new development	Policies	The LTS policies seek to ensure all new developments are accompanied by an adequate transport assessment and that they can be accessed by sustainable forms of transport. These policies will result in positive effects on ensuring accessibility to the environment, essential services and employment. Where new developments are integrated into the public transport network and provide appropriate accessibility by bike and foot this will encourage people to commute using sustainable transport and help to facilitate modal shift. This will have positive effects on human health and well being and on biodiversity, air quality, noise and cultural heritage through a reduction in emissions.
	Actions	The actions will enforce and validate the policies set out above and will result in beneficial effects as described.
Parking and demand management	Policies	The LTS sets out policies which will ensure both loading and on street parking does not detrimentally affect traffic flow and thus prevent congestion. Reducing congestion in towns and villages will result in beneficial effects on local air quality and noise and will also be beneficial for air biodiversity and help to reduce green house gas emissions. Reduced congestion in towns and villages will also be beneficial for accessibility and human health and well being.
	Actions	The actions will implement the parking and demand management policies through a review and enforcement of traffic regulation orders. These will be implemented in areas where on street parking results in increased congestion and safety. The implementation of these actions will result in the beneficial effects as described above. However it is recommended that the LTS should explore the reasons why there is a high volume of on street parking in some towns and villages. Rural communities where public transport is less accessible may rely on the car to reach essential services in towns and village and therefore these policies should not compromise access to services without the prior implementation of alternative access means.
Traffic growth	Policies	The LTS policies seek to reduce traffic growth and will ensure that developers introduce measures to mitigate the traffic impacts of new developments on the road network. A reduction in traffic growth will result in positive effects on green house gas emissions, air quality, biodiversity, the water environment, the historic environment and human health and wellbeing associated with reduced congestion

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Table 8.7: Summary of the potential effects of the Transport and the Economy Policies and Actions		
Theme	Policies/Actions	Potential Effects
		and improved air quality. These policies will be facilitated by other policies as set out in the LTS which facilitate a modal shift to more sustainable forms of transport.
	Actions	The action will implement a traffic monitoring programme. This will not directly result in beneficial or adverse effects. However the monitoring programme will identify areas where there are high volumes of traffic and growth. This will enable the council to prioritise and target additional or new public transport routes in these areas.
New roads	Policies	This policy will ease congestion on the existing road network through the implementation of new road infrastructure. Easing congestion will ensure traffic flow is maintained and reduces the level of emissions generated during traffic jams. Reduced emissions be beneficial on human health, biodiversity, water and air quality, soil conditions and cultural heritage features. The introduction of additional infrastructure will be of major benefit to community wellbeing by increasing community accessibility. However new infrastructure has the potential to introduce emissions and noise to previously unaffected areas. New roads will also require additional land take which could affect biodiversity, the landscape setting and the setting of historical and cultural heritage features. New road infrastructure may also result in an increase in light pollution. Whilst there will be adverse effects as a result of the implementation of new roads these can be minimised through appropriate siting and design and where required additional mitigation measures.
	Actions (the Council will develop the following road schemes)	<p>Stewartfield Way Enhancement</p> <p>There are no statutory designated sites for nature conservation within proximity of this scheme.</p> <p>Mains Castle and Heritage Park is located to the north of Stewartfield Way. The siting and design of the upgrading will need to take this site into account so as not to result in direct impacts. The upgrading could also affect the setting of this site. This will need to be taken into account in the design and additional mitigation measures included where required.</p> <p>To the west of Stewartfield Way, prior to the junction with the A727 there is a National Trust for Scotland site which is used locally for recreation. The upgrading of this link could result in effects on this site. The scheme should be designed to avoid direct effects. The scheme when complete could however facilitate access to this improving accessibility to the countryside and environment and resulting in beneficial effects on tourism and recreation.</p> <p>The development of this scheme will be beneficial for the residents of East Kilbride as it will aid a reduction in congestion as well as help to facilitate the regeneration of the town centre. This will improve accessibility and human health and with the</p>

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Table 8.7: Summary of the potential effects of the Transport and the Economy Policies and Actions			
Theme	Policies/Actions	Potential Effects	
			regeneration of town centre hopefully improve the local economy and investment which in the long term will also have beneficial effects on human health and wellbeing. Reduced congestion will also have beneficial effects on air quality and noise as well as improve safety.
		Cathkin Relief Road	<p>This proposed scheme is not within proximity of any statutory designed sites of nature conservation and landscape as the scheme is close to the centre of Glasgow.</p> <p>The scheme has the potential to result in visual impacts, noise and air quality where design brings it closer to residential properties.</p> <p>The scheme when implemented will reduce congestion which in turn will result in beneficial effects on accessibility and safety and human health and wellbeing associated with a reduction in emissions associated with decreased congestion. There maybe some localised effects on residential properties as a consequence of the scheme such as noise and air quality, however these should be able to be mitigated through the design.</p>
		Lanark Gyratory	<p>Clyde Valley Woodlands SAC is located to the north of Lanark, this site is currently exceeding minimum and maximum critical loads for nutrient nitrogen and 7.6% of which is from road transport and minimum critical loads for sulphur deposition. This is also contiguous with Cleghorn Glen SSSI which is designated for broad leaved mixed and yew woodland and is currently unfavourable no change. The Falls of Clyde SSSI is located to the South of Lanark and is also designated for broad leaved mixed and yew woodland and is unfavourable recovering. The scheme will not result in any direct effects on these sites, however a Test of Significance will need to be undertaken alongside the development of scheme to ensure the no indirect likely significant effects for example, water quality from discharges, air quality and disturbance result from the implementation of the scheme. A reduction in congestion facilitated by the implementation of this scheme could result in beneficial effects on these sites through reduced deposition.</p> <p>The New Lanark World Heritage site is located to the south of the town, south of the B7017. The site is that of a former cotton mill and village which developed around the Falls of Clyde. This area is also partially designated as a Conservation Area and Lee Castle and the Falls of Clyde Gardens and Designated Landscapes. Lanark is also situated between the Middle Clyde</p>

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Table 8.7: Summary of the potential effects of the Transport and the Economy Policies and Actions		
Theme	Policies/Actions	Potential Effects
		<p>Valley, the Upper Clyde Valley and Tinto Special Landscape Areas. There is the potential that development of this scheme could result in effects on the setting of these sites. The gyratory will need to be designed to avoid effects on setting and where significant effects cannot be avoided through siting mitigation should be included within the design. The proposed gyratory may also improve air quality within Lanark.</p> <p>Development of a gyratory will ease congestion within Lanark having positive effects on local air quality, noise, human health and wellbeing, safety and accessibility. This will also improve accessibility of the WHS and Parks and Gardens facilitating access to a healthy environment. Any improvements in access will need to take into account potential effects on the SAC and SSSIs.</p>
	Downiebrae Road Upgrade	<p>This proposed scheme is not within proximity of any statutory designed sites of nature conservation and landscape.</p> <p>The scheme has the potential to result in visual impacts, noise and air quality where design brings it closer to residential properties.</p> <p>The scheme when implemented will reduce congestion which in turn will result in beneficial effects on accessibility and safety and human health and wellbeing associated with a reduction in emissions associated with decreased congestion.</p>
	A726 and Greenhills Road, East Kilbride widening	<p>Blantyre Muir SSSI is located 1.5km to the east of the scheme to the east of the A726. This site is designated for raised bogs and its condition is unfavourable no change. Calderglen Country Park is also located to the east of the A726. A Local Nature Reserve is located to the south of the proposed scheme. The scheme will not result in direct effects on the SSSI. However an assessment should be made to ensure the scheme does not result in significant indirect effects on this site or any reduction in condition. The scheme is also proposed to reduce congestion as such it is likely that the implementation of the scheme will result in a beneficial effect on this SSSI through improved air quality and reduced deposition in the local area.</p> <p>The design of the road widening will need to take account of the Calderglen Country Park which is located adjacent to the A726. Any loss of the Country Park could result in effects on recreation and deter use of this facility and result in effects on setting. However reduced congestion is likely to facilitate improved access to the site and access to a healthy environment.</p>

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Table 8.7: Summary of the potential effects of the Transport and the Economy Policies and Actions		
Theme	Policies/Actions	Potential Effects
		<p>There are a number of listed buildings in particular in and around the Country Park. The scheme will need to be designed so as not to affect the setting of these designations and where effects cannot be avoided, mitigation built into the scheme. Improved air quality and deposition in the local area as a consequence of the implementation of this scheme will also potentially result in a positive effect on the historic environment.</p> <p>The Lower Clyde Valley and Calderglen Special Landscape Area is located to the east of the A726. The scheme will need to be designed so as not to affect the setting of this designation and where effects cannot be avoided, mitigation built into the scheme.</p> <p>The Scheme will relieve congestion in East Kilbride. This will result in beneficial effect on local air quality and noise pollution which will also benefit human health and wellbeing. The scheme will also result in beneficial effects on accessibility and safety.</p>
	<p>The Council will support the development and implementation of the following Scottish Government's and developer's road schemes:-</p>	<p>M8/M73/M74 Improvements - Raith Interchange (Transport Scotland)</p> <p>Hamilton Low Parks SSSI is located adjacent to the M74 and to the south of this proposed scheme and is designated for breeding Grey Heron. The condition of this site is currently favourable maintained. There is potential for the scheme to affect this site in particular associated with increased disturbance and any affects on the River Clyde which currently has bad ecological potential albeit this status does not appear to be affecting the current condition of the SSSI. This site will need to be taken into account during design and the timing of the construction works and where any potential effects can't be avoided by design additional mitigation will need to be built into the scheme.</p> <p>Strathclyde Loch is located between Hamilton and Motherwell, the Loch and surrounding areas are designed as Chatelherault and Hamilton Place Gardens and Designated Landscapes. Whilst this designation is already dissected by the M74 the development and the design of the scheme will need to take setting and effects on landscape character into account.</p> <p>The scheme is within the Lower Clyde Valley and Calderglen Special Landscape Area development and the design of the scheme will need to take setting and effects on landscape character into account.</p> <p>There are a number of listed buildings within Hamilton and Motherwell and Bothwell to the north of this scheme. There is potential that the development of this scheme will have an effect</p>

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Table 8.7: Summary of the potential effects of the Transport and the Economy Policies and Actions		
Theme	Policies/Actions	Potential Effects
		<p>on the setting of these designations. Setting should be taken into account during the siting and design of the scheme and where effects on setting cannot be avoided; additional mitigation should be built in.</p> <p>This scheme will result in beneficial effects on human health and well being, safety and accessibility and biodiversity associated with reduced congestion and therefore improved air quality as a result.</p>
	Stonehouse Link / Relief Road (Development led)	<p>The proposed Stonehouse Link Relief Road is close to the Clyde Valley Woods SAC which is designated for <i>Tilio-Acerion</i> forests of slopes, screes and ravines. This site is currently exceeding minimum and maximum critical loads for nutrient nitrogen and 7.6% of which is from road transport and minimum critical loads for sulphur deposition. There is the potential that the implementation of this scheme could result in an adverse effect on this designation associated with emissions from the new road and surface water runoff into the Avon Water which feeds this site and is currently at poor ecological potential. The new section of bypass however will reduce congestion through the town centre as such beneficial effects on air quality and deposition could result elevating any effect emissions are currently having on this site. If this scheme is to be taken forward a Test of Significance should be undertaken to determine likely significant effect and where required additional mitigation measures built into the scheme. The Avon Waters is also designated as the Avondale SSSI downstream of the proposed scheme. This site is designated for upland mixed ash woodland and its status is currently unfavourable no change. Appropriate mitigation measures such as SUDS should be built into any scheme going forward to ensure no significant effect or deterioration in status results. The implementation of the scheme will reduce congestion and emissions and thus deposition potentially resulting in long term beneficial effect on this site.</p> <p>There are a number of listed buildings within Stonehouse. The development of this scheme will divert traffic away from the town as such having positive effects on the historic environment within the town and the effect of emissions on the buildings will be reduced. However the siting and the design of any scheme will need to take into the account the setting of the listed buildings and the scheme designed or where not possible to avoid effect additional mitigation measures built into the scheme to avoid or minimise effects on setting.</p>

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Table 8.7: Summary of the potential effects of the Transport and the Economy Policies and Actions		
Theme	Policies/Actions	Potential Effects
		<p>The proposed scheme is on the periphery of the Middle Clyde Valley Special Landscape Area. The scheme will need to be sited and designed to minimise effects on landscape character and setting of this designation. Where significant effects cannot be avoided through siting and design additional mitigation measures will need to be included.</p> <p>The development of this scheme will divert traffic away from the town and residential houses thereby resulting in beneficial effects on human health and well being as well as safety. This scheme will also result in positive effects on air quality and noise for the residents of Stonehouse.</p>

8.7.5 Recommendations

Overall the policies and actions set out under transport and the economy will have beneficial effects on the environment through the implementation of travel plans, parking control and new road developments. The following recommendations have been identified by the SEA to maximise the benefits of these policies and actions.

It is recommended that the policies and actions under transport and new development also take into considerations public transport policies, frequencies and routes as well as the safety of the access to both the public transport network and the cycle and pedestrian network. Whilst a new development may be served by sustainable travel options they will also need to offer a viable alternative to the car.

It is recommended that the LTS should explore the reasons why there is a high volume of on street parking in some towns and villages. Rural communities where public transport is less accessible may rely on the car to reach essential services in towns and village and therefore these policies should not compromise access to services without the prior implementation of alternative access means.

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9 Cumulative Effects

9.1 Introduction

This chapter of the Environmental Report sets out any cumulative effects of implementing the policies / actions. The cumulative effect of multiple options on SEA objectives as well as the cumulative effect between SEA objectives has been considered.

9.2 Cumulative Effects

9.2.1 Temporary Effects

Negative cumulative effects could occur where construction activities occur at the same time and in the same general area. In addition negative cumulative effects could also result on protected sites that are hydrologically linked to construction sites or that are linked by other causal pathways.

Where construction is undertaken on the highway network this is likely to result in a temporary increase in congestion resulting in temporary effects on local air quality, noise and accessibility. However, if construction works are also to be undertaken at the same time in close proximity or the same general area or on a known alternative route these effects could be exacerbated. The potential for temporary cumulative effects will not be known until scheme implementation at which point other construction projects in the area and their implementation will be timed accordingly.

9.2.2 Permanent Operational Effects

The main aim of all strategic options is to reduce congestion and facilitate a modal shift. As discussed in Chapter 8 it is unlikely that a number of the policies and actions, if implemented alone, will have result in any significant decrease in emissions or modal shift thus significant environmental benefits are unlikely to be realised. However, where a number of policies and actions are implemented together, for example increased modal interchanges with measures to improve safety cumulatively beneficial effect on the environment is likely to be greater.

Table 9.1 below presents a summary of the overall cumulative effects of the LTS on the SEA Objectives. Specific cumulative effects of new road schemes are discussed separately in Section 9.3.

Table 9.1 Summary of Cumulative Effects			
SEA Objective	Comments	Cumulative Effects on SEA Objectives	Cumulative Effects between SEA Objectives
To improve human health and community well being across South Lanarkshire	There are beneficial health effects associated with the majority of policies and actions. Benefits to human health are possible due to more predictable journey times to services, reduced congestion, decreased emissions and options which	✓	<ul style="list-style-type: none"> - To prevent a deterioration in air quality - To promote the sustainable use of material assets - To promote safe, attractive and sustainable communities within

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Table 9.1 Summary of Cumulative Effects			
SEA Objective	Comments	Cumulative Effects on SEA Objectives	Cumulative Effects between SEA Objectives
	<p>encourage people to be more active.</p> <p>Improved maintenance of the transport network will have an associated beneficial effect on road safety..</p>		South Lanarkshire
Promote improvements on access to a functional environment	<p>The beneficial effects on improvements and access to a functional environment include improved public transport, better accessibility, increased flexibility, more predictable journey times to services and employment and people being more active.</p> <p>Many of the options that are beneficial to human health and community well being are also beneficial for this objective e.g. reduced congestion means better air quality and better health. Improved public transport means people are more like to use public transport and use more sustainable modes of transport such as walking or cycling for part of their journey.</p>	✓	<ul style="list-style-type: none"> - To prevent a deterioration in air quality - To promote the sustainable use of material assets - To promote safe, attractive and sustainable communities within South Lanarkshire - To improve human health and community well being across South Lanarkshire
To promote and enhance biodiversity and access to wildlife and the countryside	<p>Some of the road improvements proposed (Highway options) have the potential for cumulative negative effects on biodiversity due to the associated land take and habitat loss.</p> <p>Provided that the mitigation measures in Chapter 11 are implemented and consideration is given to appropriate design and timing of works and where necessary additional habitat creation, there are unlikely to be any negative cumulative effects on biodiversity.</p> <p>Beneficial effects on biodiversity are associated with a decrease in deposition of pollutants due to a modal shift from reliance on the private car to more sustainable forms of transport and a reduction in congestion. A reduction in deposition will also have a beneficial effect on water quality and associated aquatic</p>	✓	<ul style="list-style-type: none"> - To protect the high quality and sensitive soils and prevent soil contamination - To enhance and protect the water environment - To prevent the deterioration of air quality - To protect and where appropriate enhance the historic and cultural heritage of the area

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Table 9.1 Summary of Cumulative Effects			
SEA Objective	Comments	Cumulative Effects on SEA Objectives	Cumulative Effects between SEA Objectives
	habitat and prevent soil contamination.		
To protect the high quality and sensitive soils and prevent soil contamination	<p>Improvements in roads which will facilitate reduced congestion and a modal shift to more sustainable forms of transport will lead to a reduction in emissions, reduced deposition and therefore prevention of soil contamination.</p> <p>A reduction in deposition will also have a beneficial effect on water quality and associated aquatic habitat and biodiversity.</p>	✓	<ul style="list-style-type: none"> - To promote and enhance biodiversity and access to wildlife and the countryside - To enhance and protect the water environment - To prevent the deterioration of air quality - To protect and where appropriate enhance the historic and cultural heritage of the area
To enhance and protect the water environment	<p>Some of the road improvements proposed (Highway Capacity policies and actions) have the potential for beneficial effects on water due to increased dilution of routine runoff the potential to integrate treatment (SUDS) into the proposed scheme and improved safety so decreased spillage risk.</p> <p>There is also the potential for beneficial effects on water associated with a decrease in deposition as a result of a proposed modal shift and decreased congestion. A reduction in deposition will also have a beneficial effect on aquatic biodiversity.</p>	✓	<ul style="list-style-type: none"> - To promote and enhance biodiversity and access to wildlife and the countryside - To protect the high quality and sensitive soils and prevent soil contamination - To prevent the deterioration of air quality - To protect and where appropriate enhance the historic and cultural heritage of the area
To prevent the deterioration of air quality	<p>Benefits to air quality associated with reduction congestion/ emissions due to fewer cars on the road (modal shift to public and sustainable forms of transport) and highway capacity improvements.</p> <p>There will be an associated beneficial effect on human health and climatic factors.</p>	✓	<ul style="list-style-type: none"> - To promote and enhance biodiversity and access to wildlife and the countryside - To protect the high quality and sensitive soils and prevent soil contamination - To protect and where appropriate enhance the historic and cultural heritage of the area - To promote the sustainable use of material assets - To promote safe, attractive and sustainable communities within South Lanarkshire - To improve human health and

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Table 9.1 Summary of Cumulative Effects

SEA Objective	Comments	Cumulative Effects on SEA Objectives	Cumulative Effects between SEA Objectives
			community well being across South Lanarkshire - To promote the efficient use of resources and adapt to a changing climate.
To minimise noise and light pollution	Overall, there are predicted to be cumulative beneficial effects to noise. This is associated with a reduction in congestion from both highway capacity improvements and the options which seek to encourage a modal shift towards more sustainable forms of transport. There will be an associated beneficial effect on population and human health and biodiversity both aquatic and terrestrial.	✓	- To improve human health and community well being across South Lanarkshire - To promote safe, attractive and sustainable communities within South Lanarkshire - To promote and enhance biodiversity and access to wildlife and the countryside - To enhance and protect the water environment
To promote the sustainable use of material assets	There is likely to be a cumulative effect on material assets due to improved infrastructure. An improvement in maintenance of the transport network has an associated beneficial effects on road safety and therefore also on human health.	✓	- To improve human health and community well being across South Lanarkshire - To promote safe, attractive and sustainable communities within South Lanarkshire
To protect and where appropriate enhance the historic and cultural heritage of the area	Potential for cumulative negative effects due to increased and inappropriate street furniture associated with the implementation of policies and actions to improve accessibility and safety and from new road schemes. The historic environment also forms an important component of landscape character.	✓	- To promote a rich environmental landscape within South Lanarkshire
To promote a rich environmental landscape within South Lanarkshire	Some of the road improvements proposed (Highway Capacity policies and actions) have the potential for negative effects on landscape due to the visual impact of new infrastructure. Potential for cumulative negative effects due to increased and inappropriate street furniture associated with the	✓	- To protect and where appropriate enhance the historic and cultural heritage of the area

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Table 9.1 Summary of Cumulative Effects			
SEA Objective	Comments	Cumulative Effects on SEA Objectives	Cumulative Effects between SEA Objectives
	implementation of policies and actions to improve accessibility and safety.		
To promote safe, attractive and sustainable communities within South Lanarkshire	-	None identified	-
To promote the efficient use of resources and adapt to a changing climate.	Benefits for climate associated with a reduction in congestion/ emissions due to fewer cars on the road (modal shift to public and sustainable forms of transport) and highway capacity improvements Reduced emission has benefits for air quality and human health and well being.	✓	- To improve human health and community well being across South Lanarkshire - To prevent the deterioration of air quality

9.3 New Road Schemes

Development of a number of the larger scale infrastructure schemes in a localised area could potentially have significant cumulative adverse effects in terms of effects on landscape character and visual amenity, biodiversity due to habitat loss and species disturbance over a larger area, and possible effects on local noise levels and air quality. However these can be reduced through good design the implementation of additional mitigation measures where necessary.

Table 9.2 below sets out the environmental designation and the new road schemes where there is the potential for cumulative effects to result from the implementation of the schemes.

Table 9.2 Potential Cumulative Effects on Environmental Designations from the implementation of the new road schemes	
Designation	New Road Schemes
Clyde Valley Woodlands SAC	- Lanark Gyratory - Stonehouse Link Relief Road
Middle Clyde Valley Special Landscape Area	- Lanark Gyratory - Stonehouse Link Relief Road
Lower Clyde Valley and Calderglen Special Landscape Area	- A726 and Greenhills Road, East Kilbride Widening - M8/M73/M74 Improvements Raith Interchange
River Clyde	- Lanark Gyratory - M8/M73/M74 Improvements Raith Interchange

Any cumulative negative effects associated with the construction of these larger schemes are unlikely to outweigh the benefits of their implementation in terms of reduced congestion, decreased emissions and increased accessibility. The potential for cumulative effects will need to be taken into account in the development of these schemes and should be

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included in future environmental assessments. There may be short term negative effects during the construction of new road scheme however there will be long term benefits upon completion.

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10 Mitigation

10.1 Introduction

This chapter identifies the mitigation measures required where effects cannot be avoided. It also presents opportunities for enhancements and recommendations that have been suggested to increase the overall sustainability of the LTS.

10.2 Mitigation Measures

Part of the SEA assessment process requires the identification of measures to prevent, reduce or offset any significant adverse effects likely to occur as a result of the implementing the LTS and to maximise its performance in terms of sustainability. These are commonly referred to as mitigation measures, and include both proactive and avoidance of adverse effects as well as the identification of actions to be taken once effects are indentified. Measures also often include recommendations for improving beneficial effects.

Whist in general the LTS seeks to minimise environmental effects and the policies and actions set out are aimed at the development of more sustainable and efficient transport network a number of negative effects have been identified. The majority of these relate to the development of new roads and larger scale infrastructure that will be implemented through the LTS. It is likely that the most significant negative effects would occur during construction and are likely to be short term and localised. Construction effects and mitigation are discussed in Chapter 8.

New infrastructure schemes are also likely to result in operational effects associated with land take and the potential introduction of nuisance effects such as noise to an area. Significant effects can be avoided through sensitive siting and design and where required additional mitigation such as landscape screening. The mitigation measures set out for the LTS are based upon:

- Level of detail provided in the policies and actions ;
- Scale of the potential effect ;
- Level of detail in the baseline information;
- Understanding of the environmental and sustainability issues affecting the area; and
- Requirements / deliverables of the LTS.

The policies and actions proposed under the strategic objectives are generally high level and specific locations are not known. Consequently the lack of spatial reference associated with the policies and actions limits the accuracy by which their effect on the environment can be predicted and evaluated. Without knowledge of the exact area that will be affected by the intervention it is also difficult to accurately identify receptors that will be affected, their relative importance and how the baseline will change (magnitude).

As a consequence some of the findings of the SEA are not based upon specific baseline data but in a detailed understanding of the characteristics of the study area, and an understanding of how the policies and options are likely to interact with the surrounding environment.

Whilst this approach has been adopted for a number of SEAs, concerns have been raised as to whether the SEA process is simply deferring responsibility for environmental protection to the project level EIA (Environmental Impact Assessment) process. Whilst it is not intentional for this to be the case, it is inevitably occurs due to the lack of detail in high level strategic plans. However the migration and recommendations set out within the SEA should be adopted by LTS and used as a platform for any developments which result from the policies and actions as set out within the LTS.

Committed mitigation measures are set out in Table 10.1 for each of the SEA Objectives.

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Table 10.1 Mitigation	
SEA Objective	Proposed Mitigation
To improve human health and community well being across South Lanarkshire	No specific mitigation measures identified
Promote improvements on access to a functional environment	Ensure adequate consultation is undertaken prior to the implementation of policies and actions which result in changes to public transport services and new roads.
To promote and enhance biodiversity and access to wildlife and the countryside	<p><u>Surveys</u></p> <p>Where land take is required the following should be undertaken where required:</p> <ul style="list-style-type: none"> - Extended Phase 1 Habitat Survey - Invertebrate survey - Reptile Surveys - Bat Habitat Suitability Surveys followed by dawn dusk surveys where required. Should a bat roost be determined to be present on site a licence should be obtained prior to any works commencing and appropriate exclusion mitigation measures may be required - Badger surveys and a licence obtained where required - Any watercourses, including drains and ditches, within the study area which will be crossed or are adjacent to any proposed works should be surveyed for their potential to support otter and water vole. Any watercourse assessed as having potential to support these species should be subject to further more detailed surveys. - Any ponds and ditches within 500 m of the proposed works should be assessed by an ecologist for their potential to support the Great Crested Newt (GNC). This assessment can be assisted by the GCN Habitat Suitability Index (HSI). - Fish surveys may be required should the works involve construction within a watercourse, such as the River. It may be possible to request up-to-date species records from organisations, such as the SEPA. If not, fish surveys may be required prior to construction. Any surveys and subsequent construction within the river should not take place in the spring or in late autumn/early winter, so as not to interfere with fish migration patterns. <p><u>Lighting</u></p> <p>Any new lighting along railways, woodland, hedgerow and river corridors should be avoided. Where lighting is required for safety reasons it should be mitigated to reduce light spill to a minimum, with street lighting switched off after peak hours. In all areas lighting design should follow best practice guidance by the Bat Conservation Trust Bats and Lighting in the UK. These included:</p> <ul style="list-style-type: none"> - Using low or high pressure sodium lights instead of mercury or metal halide lamps - Direct lighting to where needed and avoid spillage, e.g. direct lighting towards buildings front and design luminaries appropriately, included the use of hoods, cowls, shields etc to avoid

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Table 10.1 Mitigation	
SEA Objective	Proposed Mitigation
	<p>spillage onto river corridor and tree lines</p> <ul style="list-style-type: none"> - Using lighting modelling programs to indicate where light spill will occur - Only light areas which need to be lit, and use the minimal level of lighting required - Use movement sensors or timers on security lighting - Do not use a lamp greater than 150W for security lighting <p><u>Disturbance</u></p> <p>To avoid disturbance to breeding birds, it is recommended that any vegetation clearance is undertaken during October to February inclusive (outside of the breeding bird season). If works are undertaken from March to September inclusive, the area should first be inspected by an ecologist, at most 48 hours before work begins in an area. If any nests are found they will have to be left undisturbed, along with a surrounding buffer area until the chicks have fledged. This could take up to six weeks depending on species. More protection is afforded to Schedule 1 species.</p> <p>In some areas of the study area, wintering and migration surveys may also be required, in particular where sited close to the SPAs. Options involving creation of new bridges for example would require particular consideration. Consultation with SNH should be considered at the earliest possible stage for options with the potential to impact upon European protected sites (SPA, Ramsar and SAC). Any construction activity should aim to avoid periods where passage, breeding and overwintering birds for which the Natura 2000 sites are designated for are using the site in significant numbers</p> <p><u>Aquatic Environment</u></p> <p>Any proposed bridge structures should be open span and set back from the river banks. Working within the river should be avoided to prevent any potential species disturbance.</p> <p>Run-off from the study area during both construction and operation should be managed in accordance with current SEPA regulations and should reduce the potential for transmission of particulates and pollutants into the water course.</p> <p><u>Grassland</u></p> <p>Dependant on the options chosen, protected and notable flora species surveys may be required, within areas of potential conservation interest. Plant species lists may be compiled during Extended Phase 1 Habitat Surveys (discussed above). Such information can be used to carry out National Vegetation Classification Surveys (NVC); a system of classifying natural habitat types in Great Britain according to the vegetation they contain. Should plant species of conservation concern be identified, further mitigation may be required. Mitigation could include protecting plants in situ, permanent or temporary translocation.</p> <p><u>Invasive Species</u></p> <p>Each area where works are proposed should be subject to a controlled species survey, prior to construction. This type of survey can be incorporated into an extended phase 1 habitat survey (discussed above). As it is illegal to assist the spread of controlled plant species, such as Japanese Knotweed, Giant Hogweed and Himalayan Balsam, a suitable method statement must</p>

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Table 10.1 Mitigation	
SEA Objective	Proposed Mitigation
	<p>be put in place prior to any works in areas where such species are found, to avoid their spread during construction. Vegetation and soil removal and disposal from contaminated areas should follow current controlled waste regulations.</p> <p><u>Retention and Enhancement</u></p> <p>Any development should aim to retain features of ecological value within the scheme design. The highest priorities for protection are ponds, riparian habitats, wetland areas, woodland areas (particularly ancient woodland), important hedgerows, railway, and veteran trees. However, consideration should also be given to the scrub, mature trees, hedgerows, stone walls and grass verges.</p> <p>Scrub and hedgerows should be retained where possible. Hedgerow surveys may be required, dependant on the options chosen. In areas where vegetation must be removed it should be replaced by compensatory planting of local, native species. Appropriate timing of works combined with ecological supervision of scrub and hedgerow removal is recommended to reduce the risk to a number of protected species..</p> <p>Mature trees should be retained. The Root Protection Areas should be calculated and any development, including installation of signs and lighting, should be planned to avoid damaging tree roots. Any removed trees should be replaced by compensatory planting of locally native tree species.</p>
To protect the high quality and sensitive soils and prevent soil contamination	<p>.Investigate the implementation of schemes that will encourage and support future economic growth and the reuse of previously developed land.</p> <p>Where new transport schemes and transport improvement works are likely to cause disturbance to contaminated land, advice will be sought from the Council' Environmental Health Service and where necessary permits must be obtained from SEPA.</p> <p>Develop partnership working to ensure that new transport schemes minimise the use of greenfield land and the severance of agricultural land holdings.</p>
To enhance and protect the water environment	<p>Ensure that all new transport schemes and transport improvement works involving construction activities adhere to appropriate environmental protection standards, good codes of practice, construction principles and design guides to ensure that the correct measures are implemented to prevent the pollution of surface water and groundwater.</p> <p>Ensure all new transport schemes and transport improvement works will implement appropriate measures to minimise pollution from surface water runoff e.g. oil separators and silt traps.</p> <p>In areas where there are high water tables surveys will be required prior to the implementation of schemes involving construction activities to ensure that there are no breaches of the groundwater and there are not future risks of groundwater pollution from road drainage schemes.</p> <p>Where a scheme may effects sensitive wetlands (SPAs, Ramsar Sites, SSSIs) a test of significance will be required to ensure that any changes to water quality or drainage patterns do not have adverse effects on the integrity of the site.</p> <p>All new schemes within flood risk zones 2 or 3' should be screened for the requirements of a Flood</p>

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Table 10.1 Mitigation	
SEA Objective	Proposed Mitigation
	<p>Risk Assessments.</p> <p>Promote the implementation of Sustainable Urban Drainage Schemes (SUDS) in all new transport developments.</p>
To prevent the deterioration of air quality	<p>All new transport options which are implemented should be designed with due regard to areas of poor air quality e.g. AQMAs.</p> <p>The locations of park and ride / interchange schemes should be carefully chosen to minimise any localised air quality impacts which may result.</p> <p>Should changes in road alignment be proposed, it is important to ensure, where practicable, that the distance between road traffic and sensitive receptors is not significantly reduced. Where the opportunity presents itself, the distance between road traffic and sensitive receptors with poor air quality should be increased in order to improve local air quality at these receptors.</p>
To minimise noise and light pollution	<p>For all new schemes a noise impact assessment should be carried out and appropriate noise attenuation measures implemented where there is potential for schemes or initiatives to have an adverse effect on noise levels.</p>
To promote the sustainable use of material assets	<p>No specific mitigation measures identified</p>
To protect and where appropriate enhance the historic and cultural heritage of the area	<p>Surveys will be undertaken prior to the implementation of a scheme to determine whether it will affect sites or areas of archaeological importance.</p> <p>New transport schemes that are likely to generate an increase in traffic will be assessed prior to installation to determine whether the vibrations that would be generated from the traffic would cause damage to listed buildings. Where the levels of vibration would have adverse effects on a listed building the scheme may require modification or removal.</p> <p>Adverse effects on the character and quality of conservation areas will be avoided or reduced by improving the quality, design and appropriateness of street furniture, lighting, road signs, safety features, public transport facilities (bus stops) and by reducing street clutter. Improvements to the quality and design of new and existing highways, footpaths and cycleways will also have positive effects on the character and quality of conservation areas.</p>
To promote a rich environmental landscape within South Lanarkshire	<p>There are a number of mitigation measures that could be proposed to avoid and/or reduce potential landscape/townscape and visual effects identified. The type of mitigation measures proposed would vary in accordance with the scale of individual proposals and sensitivity of the specific landscape setting, on a scheme by scheme basis. At a broad scale, the following measures could be considered for mitigation of all schemes where potential adverse effects have been identified.</p> <p>Where new development or extensions to existing infrastructure are proposed i.e. new highways, park and ride sites, large scale junction improvements and highway widening, they should be carefully routed/located to avoid direct impacts on areas of designated landscape/townscape such as Special Landscape Areas, Listed Buildings, Conservations Areas and Parks.</p>

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Table 10.1 Mitigation	
SEA Objective	Proposed Mitigation
	<p>Where possible, the routing/siting of proposed development should be undertaken to avoid direct impacts upon other existing features that contribute to the character of the landscape/townscape.</p> <p>Where effects cannot be fully mitigated through routing and siting design, specific landscape mitigation proposals could be developed alongside overall scheme design, to reduce effects upon landscape/townscape character and key visual receptors. Mitigation measures could include:</p> <ul style="list-style-type: none"> - Mass native tree and shrub planting to replace significant vegetation removed including that located within existing road corridors or that with a screening function in proximity to key visual receptors; - A combination of ground modelling and mass native tree and shrub planting to help integrate development within rural areas or to provide screening where located in proximity to sensitive visual receptors in both rural and urban areas; - Use of appropriate or vernacular materials in design of new development, particularly in areas of designated landscape or townscape quality/value to complement/enhance the setting, e.g. use of local stone where development is situated within or in close proximity to Conservation Areas or within setting of Listed Buildings; - Considered micro-siting of new development to avoid the requirement for new, urbanising structures within rural areas e.g. designing out the need for retaining structures as part of road widening or installation street furniture. - Landscape enhancement and/or restoration measures to compensate for the loss of important landscape features e.g. historic hedgerow restoration to mitigate loss of existing hedgerows; - Proposed planting and use of appropriate materials where development is in close proximity to designated areas e.g. Road widening or installations within highway in close proximity to Listed Buildings or Special Landscape Areas.
To promote safe, attractive and sustainable communities within South Lanarkshire	No specific mitigation measures indentified
To promote the efficient use of resources and adapt to a changing climate.	The benefits associated with reducing car usage by encouraging public transport use should be maximised by utilising buses with the highest emissions standard possible.

10.3 New Road Schemes

The LTS proposes a number of new road schemes which have a spatial reference and as such a number of specific mitigation measures have been proposed for each. These measures are set out in Table 10.2.

Table 10.2 New Road Schemes Mitigation

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Scheme	Proposed Mitigation
Stewartfield Way Enhancement	<ul style="list-style-type: none"> - The scheme should be sited and designed to avoid significant effects on Main Castle Heritage Park - The scheme should be designed to minimise effects on the National Trust for Scotland Site. - Impacts from noise and air quality should be minimised to agreed standards.
Cathkin Relief Road	<ul style="list-style-type: none"> - Impacts from noise and air quality should be minimised to agreed standards.
Lanark Gyrotory	<ul style="list-style-type: none"> - Test of significance should be undertaken to determine likely significant effect on the Clyde Valley Woodland SAC and where required mitigation measures implemented to remove significant effects. - Where required mitigation measures should be put in place to avoid a significant effect on Glegham Glen and the Falls of Clyde SSSIs - The scheme should be sited and designed to avoid significant effects on the setting of the World Heritage Site - The scheme should be sited and designed to avoid significant effects on the setting of Lee Castle and the Falls of Clyde Park and Gardens - The scheme should be sited and designed to avoid significant effects on the landscape character of the Middle and Upper Clyde Valley Special Landscape Areas - Measures should be put in place to ensure no deterioration in the water quality of the River Clyde
Downiebrae Road Upgrade	<ul style="list-style-type: none"> - Impacts from noise and air quality should be minimised to agreed standards.
A726 and Greenhills Road, East Kilbride widening	<ul style="list-style-type: none"> - Where required mitigation measures should be put in place to avoid a significant effect on Blantyre Muir SSSI - The scheme should be sited and designed to avoid significant effects on the setting of Calderglen Country Park. - The scheme should be sited and designed to avoid significant effects on the landscape character of the Lower Clyde Valley and Calderglen Special Landscape Areas
M8/M73/M74 Improvements - Raith Interchange (Transport Scotland)	<ul style="list-style-type: none"> - Where required mitigation measures should be put in place to avoid a significant effect on Hamilton Low Parks SSSI which could include not working within the breeding bird season. - The scheme should be sited and designed to avoid significant effects on the landscape character of the Lower Clyde Valley and Calderglen Special Landscape Areas - The scheme should be sited and designed to avoid significant effects on the setting of Chatelherault and Hamilton Place Park and Gardens - Measures should be put in place to ensure no deterioration in the water quality of the River Clyde
Stonehouse Link / Relief Road (Development led)	<ul style="list-style-type: none"> - Test of significance should be undertaken to determine likely significant effect on the Clyde Valley Woodland SAC and where required mitigation measures implemented to remove significant effects. - Where required mitigation measures should be put in place to avoid a significant effect on Avondale SSSI - The scheme should be sited and designed to avoid significant effects on the landscape character of the Middle Clyde Valley Special Landscape Areas - Measures should be put in place to ensure no deterioration in the water

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Table 10.2 New Road Schemes Mitigation	
Scheme	Proposed Mitigation
	quality of the River Avon

10.4 Residual Effects Enhancement Opportunities and Recommendations

It is unlikely that the individual policies and actions within the strategic options will result in measurable beneficial effects on the environment alone. However, when implemented together the resulting effect could be a modal shift from reliance on the private car and reduced congestion. This would have beneficial effects on the environment, the economy, improve safety and human health and wellbeing. The SEA has identified recommendations to further enhance a number of the policies and actions set out under sustainable transport and transport and the economy. These are listed below.

Sustainable transport

Whilst provision of safe cycle ways will promote and encourage a modal shift commuters may still choose not to cycle to their place of business or work as facilities to shower and or change are unavailable. It is recommended that the LTS considers a policy option to encourage and support businesses to provide appropriate facilities to facilitate cycle to work.

During consultation the largest issue raised was rural accessibility and accessibility to services. It is recommended that the LTS seeks to work with bus operators to improve rural accessibility of services and employment which will further benefit accessibility, human health and well being.

Within South Lanarkshire the bus operators are privately owned. The LTS should work with bus operators to investigate the benefits of an integrated ticketing system.

Transport and the Economy

It is recommended that the policies and actions under transport and new development also take into considerations public transport policies, frequencies and routes as well as the safety of the access to both the public transport network and the cycle and pedestrian network. Whilst a new development may be served by sustainable travel options they will also need to offer a viable alternative to the car.

It is recommended that the LTS should ensure explore the reasons why there is a high volume of on street parking in some towns and villages. Rural communities where public transport is less accessible may rely on the car to reach essential services in towns and village and therefore these policies should not compromise access to services without the prior implementation of alternative access means.

Table 10.3 Residual Effects		
Strategic Option	Residual Significance	Residual Effect
Road Maintenance and Asset Management	Major Positive – Minor Positive	The policies and actions under this scheme will ensure the existing assets are maintained to ensure the smooth running of the transport network. This will ensure congestion is minimised as far as possible without the implementation of specific safety actions. These policies and actions will have residual beneficial effects on material assets and on human health and wellbeing and safety and on biodiversity

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Table 10.3 Residual Effects		
Strategic Option	Residual Significance	Residual Effect
		and air quality through a minimised congestion and therefore reduced emissions. These policies and actions are however unlikely to lead to measurable beneficial changes if implemented alone.
Road Safety	Minor Positive	These actions and policies set out road safety improvements and target areas with high accident rates. These will lead to residual beneficial effects on safety and human health and wellbeing. A reduction in accidents will also lead to beneficial effects on the water environment through reduced spillage risk and on air quality and biodiversity associated with a reduction in congestion. However it is unlikely the last two effects will be measurable as the reduction in congestion will not be a constant.
Sustainable Transport	Major Positive- Minor Adverse	These policies and actions will promote a modal shift to more sustainable forms of transport, decreasing reliance on the car and reducing congestion and emissions. These will result in beneficial effects on human health and wellbeing, biodiversity, air quality, the water environment and the historic environment. There may be some residual effects where interchange schemes such as park and rides are implemented, however through appropriate siting and design and where required mitigation it is likely these effects will not be significant.
Transport and the Environment	Major Positive – Minor Positive	The policies and actions seek to improve air quality, reduced light pollution and adaptation to changes in the climate with regards to flood risk. These will result in residual beneficial effect on air quality and noise and light pollution and will also have positive effects on biodiversity and human health and wellbeing.
Transport and the Economy	Major Positive – Minor Adverse	These policies and actions ensure traffic plans will be implemented with new developments, manage parking and traffic growth these are all aimed at reducing congestion and will result in residual beneficial effects associated with that reduction. Proposed new road schemes are also set out under this theme. It is likely that these may result in some residual adverse effects associated with land take and effects on setting and landscape character, however through appropriate siting and design and where appropriate mitigation measures it is likely significant effects can be avoided. The implementation of these schemes will also lead to beneficial residual effects associated with reduced congestion and minimising traffic flow through town centres.

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11 Monitoring Strategy

11.1 Introduction

This chapter presents a proposed monitoring framework for the implementation of the LTS.

11.2 Monitoring

Monitoring is an ongoing process that is undertaken continuously for the duration of the LTS implementation. Monitoring is a means of checking whether the LTS is performing as predicted by measuring how the baseline situation changes following implementation of the LTS.

11.3 Importance of Monitoring

Monitoring allows the actual significant effects of implementation of the LTS to be tested against those predicted in the SEA. In the event that adverse effects are identified then these need to be addressed. South Lanarkshire Council should be able to produce contingency measures to address any adverse effects through implementation of the mitigation measures suggested in Chapter 10 of this Report.

Monitoring helps to ensure that problems which arise during implementation can be identified and future predictions made more accurately. It can also be used to collect baseline information for future LTSs.

11.4 The Monitoring Framework

Monitoring usually involves the use of indicators or targets. An 'indicator' is a measure of how the 'baseline' has changed. SEA indicators are used to monitor whether the LTS is performing as predicted. However there are a number of potential limitations associated with the reliance of certain indicators for the purpose of monitoring these are mainly in relation to:

- 1) Indicators that are not based on information / data / environments that will be directly affected by the implementation of the plan.
- 2) Data available is not always kept up to date and therefore will not identify any significant changes.
- 3) Collection of specific data is often the responsibility of a range of different organisations consequently this can lead to:
 - a. Data being collected for different areas over different timescales;
 - b. Data collection methods and techniques changing to reflect different requirements for data or availability of funding for data collection; and
 - c. Data sets not being updated.
- 4) Some indicators are only relevant where specific receptors are present.

The monitoring framework presented in Table 11.1 includes a number of possible indicators that could be used to monitor the implementation of the LTS. However, taking into account the limitations associated with this approach it is suggested that monitoring is tied into the future reviews of the LTS and is related to monitoring the number and type of schemes that have been implemented during the year. This would include a review of the environmental works / studies and assessments undertaken to support these schemes as suggested as part of the mitigation in Chapter 11. The monitoring

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framework set out in Table 11.1 below is preliminary and will be confirmed at the time of the adoption of the LTS. During public consultation additional data sources may be identified which should be incorporated into the monitoring framework.

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Table 11.1 Proposed Monitory Framework					
SEA Topic	SEA Objective	Indicator	Responsibility / Source	Suggested Timescale	Review
Population	To improve human health and community well being across South Lanarkshire	% or persons economically active	Local Authority	Annual	
	Promote improvements on access to a functional environment	% of working age population out of work	Local Authority	Annual	
		Bus patronage levels	Local Authority	Annual	
		Rail patronage	Local Authority	Annual	
		Ward unemployment levels	Local Authority	Annual	
		% of schools with travel plans	Local Authority	Annual	
		% of businesses with travel plans	Local Authority	Annual	
		% of residents feeling 'safe' or 'fairly safe' outside in the area after dark	Local Authority	Annual	
% of SIMD in lowest IMD health Domain	SIMD	Annual			
Biodiversity	To promote and enhance biodiversity and access to wildlife and the countryside	% of SSSIs in 'favourable' condition or 'unfavourable' recovering condition	SNH	Annual	
		Change in the condition of Gleghorn Glen SSSI	SNH	Annual	
		Change in the condition of the Falls of Clyde SSSI	SNH	Annual	
		Change in the condition of Blantyre Muir SSSI	SNH	Annual	
		Change in the condition of Hamilton Low Parks SSSI	SNH	Annual	
		Change in the condition of Avondale SSSI	SNH	Annual	
		% off SACs not exceeding critical loads	SNH	Annual	

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Table 11.1 Proposed Monitory Framework

SEA Topic	SEA Objective	Indicator	Responsibility / Source	Suggested Timescale	Review
		Change in the critical load of Clyde valley Woodlands SAC	SNH	Annual	
		Change in area (ha) of designated biodiversity sites	Local Authority	Annual	
		Change in area (ha) of BAP habitat	Local Authority	Annual	
Soil	To protect the high quality and sensitive soils and prevent soil contamination	% of contaminated land remediated as a result of the implementation of transport schemes	Local Authority	Annual	
Water	To enhance and protect the water environment	Number of new transport infrastructure developments located within Flood Zones 2 and 3	SEPA / Local Authority	Annual	
		% of new transport infrastructure developments incorporating SUDS	Local Authority	Annual	
		% of river length achieving good ecological potential	SEPA	Annual	
Air (including noise and light)	To prevent the deterioration of air quality To minimise noise and light pollution	No. AQMAs	Local Authority	Annual	
		% of protected sites exceeding critical loads	SNH	Annual	
		Annual average concentration of NO2	Local Authority	Annual	
		Annual average concentration of PM10	Local Authority	Annual	
		Volume of traffic	Local Authority	Annual	
		Levels of noise pollution	Local Authority	Annual	
		No of complaints received with regards to noise	Local Authority	Annual	
Material Assets	To promote the sustainable use of material assets	% of best and most versatile lost to transport development	Local Authority	Annual	
		% of transport schemes developed on previously developed land	Local Authority	Annual	

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Table 11.1 Proposed Monitory Framework

SEA Topic	SEA Objective	Indicator	Responsibility / Source	Suggested Timescale	Review
Cultural Heritage	To protect and where appropriate enhance the historic and cultural heritage of the area	Number of applications for listed building consent and scheduled monument consent associated with transport schemes	SNH / Local Authority	Annual	
		Number of transport schemes affecting Gardens and designated landscapes	SNH / Local Authority	Annual	
		Number of transport schemes within or affecting conservation areas	Local Authority	Annual	
Landscape	To promote a rich environmental landscape within South Lanarkshire	Change in area (ha) of designated landscapes	Local Authority	Annual	
		Number of transport schemes resulting in an effect on a designed landscape quality amenity value	Local Authority	Annual	
		Number of schemes promoting landscape enhancement	Local Authority	Annual	
Climate Factors	To promote safe, attractive and sustainable communities within South Lanarkshire To promote the efficient use of resources and adapt to a changing climate.	Proportion of materials used in transport developments that are from secondary recycled sources	Local Authority	Annual	
		Proportion of construction and demolition waste that is reused and recycled	Local Authority	Annual	
		% of transport related CO2 emissions	Local Authority / Census data	Annual	
		% of persons travelling to work by car	Local Authority / Census data	Annual	
		% or persons walking / cycling to work	Local Authority / Census data	Annual	
		% or children travelling to school by car	Local Authority / Census data	Annual	

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Table 11.1 Proposed Monitory Framework

SEA Topic	SEA Objective	Indicator	Responsibility / Source	Suggested Timescale	Review
		Distance travelled to work	Local Authority / Census data	Annual	

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12 Conclusions

This Environment Report was prepared as part of the SEA of South Lanarkshire LTS for 2012 to 2022. The LTS sets out the long term policies and actions of the local authority for maintaining and improving transport provision in the area.

The LTS seeks to address six objectives:

- Improve quality and safety for all by maintaining and improving road and footway network infrastructure.
- Alleviate the impacts of traffic, congestion and traffic growth throughout South Lanarkshire, which adversely affect the economy and environment.
- Ensure that transport supports and facilitates economic recovery, regeneration and sustainable development.
- Improve health and wellbeing by facilitating and encouraging active travel, through the development of attractive, safe and convenient walking and cycling networks.
- Promote accessibility, to key services, job opportunities and community facilities through the development and influencing of public transport improvements.
- Mitigate, adapt and manage the effects of climate change, including flooding, on transport infrastructure and communities.

The LTS sets out a number of policies and actions to achieve these six objectives under five main themes, maintenance and asset management, road safety, sustainable transport, transport and the environment and transport and the economy.

An SEA of these policies and actions has been undertaken in order to identify likely significant construction, operation and cumulative effects on the environment.

A number of the LTS policies and actions were predicted to have potential temporary negative effects on the environment as a result of construction activities; however, the majority of these effects are temporary in nature and can be avoided or reduced through mitigation.

A number of operational negative effects (landscape, biodiversity, noise and water quality/flood risk) have been identified as a result of the assessment of the LTS. The majority of these relate to proposed large scale infrastructure developments. The assessment concluded that provided that the recommended mitigation measures are implemented and additional assessments are undertaken where required, there should be no significant adverse residual effects on the environment.

Overall, the residual beneficial effects of the LTS far outweigh the negative residual effects. Many of the policies and actions will contribute to encouraging a modal shift to more sustainable modes of transport. The majority of beneficial effects are associated with a modal shift to public and sustainable forms of transport and highway capacity improvements. A modal shift will have a beneficial effect on noise, quality, climatic factors and human health due to a reduction congestions/ emissions due to fewer cars on the road. A reduction in deposition of pollutants associated with fewer cars on the road will have positive effects on biodiversity and water. Benefits to population include improved public transport, upgraded transport infrastructure, better accessibility, increased flexibility, more predictable journey times to services and employment and people being more active.

Further beneficial effects are possible if some interventions are combined with other measures to aid a modal shift from reliance on the private car to more sustainable forms of transport without further severing accessibility for rural communities.

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Appendix A Testing the SEA Objectives

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Key		SEA Objectives												Summary Comments	
		1	2	3	4	5	6	7	8	9	10	11	12		
✓	Aims / Objectives supportive of SEA Objectives	To improve human health and community well being across South Lanarkshire	To promote improvements on access to a functional environment	To promote, improve and enhance biodiversity and encourage access to wildlife and countryside	To protect high quality and sensitive soils and prevent soil contamination	To enhance and protect the water environment	To prevent the deterioration in air quality	To minimise noise and light pollution	To promote the sustainable use of material assets	To protect and where appropriate enhance the historic and cultural heritage of the area	To promote a rich environmental landscape within South Lanarkshire	To promote safe, attractive and sustainable communities in South Lanarkshire	To promote the efficient use of resources and adapt to a changing climate	Summary Score	
✗	Potential conflict between aims / objectives of the SEA objectives														
0	Aims / objectives have no identified conflict or support for SEA Objectives														
?	Uncertain whether Aims / Objectives conflict with or support the SEA Objectives														
LTS Objectives	Improve the quality and safety for all by maintaining and improving road and footway network infrastructure	✓	✓	0	✓	✓	0	✓/✗	0	✓/✗	✓/✗	✓	0	✓	Overall this LTS objective supports the SEA objectives. Improvement in safety and footpaths should encourage more people to use alternative forms of transport such as walking and cycling which will improve health in the community. Improvements in safety in all forms of transport will also improve wellbeing and therefore access. Improvements in road safety could reduce the spillage risk which in turn will support the objectives to protect high quality sensitive soils and soil contamination and enhance and protect the water environment. Improvements in safety could include measures such as improved street lighting. This could support the objectives for the historic environment and landscape where existing lighting is replaced with more sensitive lighting reducing light pollution. However this could also result in a conflict where installed in sensitive areas for both landscape and the historic environment.
	Alleviate the impacts of traffic, congestion and traffic growth throughout South Lanarkshire, which adversely affect the economy and environment	✓	✓	✓	✓	✓	✓	✓	?	✓	✓	✓	✓	✓	This LTS objective will generally support most SEA objectives through the alleviation of traffic congestion and growth. This will support the prevention of a deterioration in air quality and noise which in turn will support improvements in biodiversity, soil and water quality. Prevention of a deterioration in air quality will also support improvements in human health and wellbeing which will be further supported by improvements to the environment and the economy.
	Ensure that transport supports and facilitates economic recovery, regeneration and sustainable development	✓	✓	?	?	?	?	?	?	?	?	?	✓	?	In supporting facilities and economic regeneration recovery and regeneration this objective supports the SEA objectives on human health and well being which in turn will promote access to a functional environment through economic regeneration. By facilitating improved access to town centres, employment and the environment will support the local economy.
	Improve health and wellbeing by	✓	✓	✓/✗	✓/✗	✓/✗	✓/✗	✓/✗	✓/✗	?	✓/✗	✓/✗	✓	?	This LTS objective will support the SEA objectives to improve human health and wellbeing by facilitating and encouraging active travel which in turn will support

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Key		SEA Objectives												Summary Comments	
		1	2	3	4	5	6	7	8	9	10	11	12		
	facilitating and encouraging active travel, through the development of attractive, safe and convenient walking and cycling networks														the objective on access to a functional environment. In the long term the facilitation of active sustainable travel will generally support the SEA objectives to protect biodiversity, air quality the water environment etc. However the facilitation of walking and cycling facilities could also conflict with a number of these objectives if inappropriately sited.
	Promote accessibility, to key services, job opportunities and community facilities through the development and influencing of public transport improvements	✓	✓	✓/✗	✓/✗	✓/✗	✓/✗	✓/✗	?	✓/✗	✓/✗	✓	?	<p>This LTS objective could result in mixed effects on a number of SEA objectives. This is likely to be dependent on whether infrastructure improvements are required and where these are located and how they are implemented.</p> <p>The improvement in public transport could encourage the use and make more sustainable forms for transport more accessible therefore supporting the objectives on biodiversity, water and soil quality and air quality in the long term. However if new infrastructure is sited inappropriately or without necessary mitigation there could be conflicts with these objectives.</p>	
	Mitigate, adapt and manage the effects of climate change, including flooding, on transport infrastructure and communities	0	0	0	0	0	0	0	0	0	0	0	✓	<p>This LTS objective supports the SEA objective to promote the efficient use of resources and adapt to a changing climate. Mitigating and adapting to climate change will also support the human health and community well being and safe and attractive sustainable communities through a mitigating the potential and impacts of flooding.</p>	
Summary Score		✓	✓	✓/✗	✓/✗	✓/✗	✓/✗	✓/✗	?	✓/✗	✓/✗	✓	✓		

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Appendix B Assessment Matrixes

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TABLE B1 MAINTENANCE AND ASSET MANAGEMENT																
Key		SEA Objectives												Summary Score	Summary Comments	
Symbol	Description	To improve human health and community well being across South Lanarkshire	To promote improvements on access to a functional environment	To promote, improve and enhance biodiversity and encourage access to wildlife and countryside	To protect high quality and sensitive soils and prevent soil contamination	To enhance and protect the water environment	To prevent the deterioration in air quality	To minimise noise and light pollution	To promote the sustainable use of material assets	To protect and where appropriate enhance the historic and cultural heritage of the area	To promote a rich environmental landscape within South Lanarkshire	To promote safe, attractive and sustainable communities in South Lanarkshire	To promote the efficient use of resources and adapt to a changing climate			
✓✓	Major positive effect															
✓	Minor positive effect															
0	Neutral effect															
✗	Minor negative effect															
✗✗	Major negative effect															
?	Uncertain															
Road Maintenance and Asset Management																
Policies	LTP 1: The Council will monitor road network condition, in association with its partners and prioritise infrastructure improvement schemes by means of a criteria based scoring system.	✓✓	✓✓	✓	0	✓	✓	✓ ✗	✓	0	0	✓	✓✓	✓	This policy will have a major positive effect on three of the SEA objectives. Monitoring the road network condition and prioritising infrastructure improvement schemes will also have minor (or indirect) positive effects on six objectives. A more efficient road network will, in time, reduce road congestion and thus emissions which will lead to a positive impact on biodiversity and the natural environment. Secondly a more efficient, less congested road network would potentially reduce the risk of spillage incidents and thus have a potentially resulting in a positive effect on the watercourses. Reduced congestion due to a more efficient network would give lower emissions and thus have an indirect positive effect on the air quality. Similarly, reduced congestion and prioritising infrastructure schemes would indirectly minimise any noise / light pollution and benefit residents access to material assets. However, if lighting infrastructure was heightened, light pollution could also increase. Prioritising infrastructure and efficient road networks would indirectly provide a minor positive effect in promoting safe, attractive and sustainable communities in South Lanarkshire.	
	LTP 2: The Council will continue to comply with and where possible exceed its statutory obligations with regard to routine maintenance.	✓✓	✓✓	✓	✓	✓	✓	0	0	0	✓	✓	✓	✓	✓	This policy will have major positive effects on continuing to promote access to a functional environment including essential services and facilities which will also continue to ensure community well being and human health. The continued routine maintenance will ensure continued smooth and safe operation of the transport system keeping congestion levels as low as possible without infrastructure investment, this will potentially result in indirect positive effects on biodiversity, soils, air quality and noise through reduced emissions. This policy will ensure promote the sustainable use of the material assets by ensuring the existing network is as efficient as it can be.
	LTP 3: The Council will continue to develop its Roads	✓	✓✓	✓	0	✓	0	✓	0	0	0	0	✓	✓	✓	This policy is in line with LTP1 and LTP2 and will ensure commitment to future asset management. As with the other polices this policy will have

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TABLE B1 MAINTENANCE AND ASSET MANAGEMENT															
Key		SEA Objectives												Summary Score	Summary Comments
		To improve human health and community well being across South Lanarkshire	To promote improvements on access to a functional environment	To promote, improve and enhance biodiversity and encourage access to wildlife and countryside	To protect high quality and sensitive soils and prevent soil contamination	To enhance and protect the water environment	To prevent the deterioration in air quality	To minimise noise and light pollution	To promote the sustainable use of material assets	To protect and where appropriate enhance the historic and cultural heritage of the area	To promote a rich environmental landscape within South Lanarkshire	To promote safe, attractive and sustainable communities in South Lanarkshire	To promote the efficient use of resources and adapt to a changing climate		
✓✓	Major positive effect														The policies and actions under this scheme will ensure the existing assets are maintained to ensure the smooth running of the transport network. This will ensure congestion is minimised as far as possible within the implementation of specific actions and the transport network is as safe as possible within the implementation of separate safety actions. These policies and actions will have residual beneficial effects on material assets and on human health and wellbeing and safety and on biodiversity and air quality through a minimised congestion and therefore reduced emissions. These policies and actions are however unlikely to lead to measurable beneficial changes if implemented alone.
✓	Minor positive effect														
0	Neutral effect														
✗	Minor negative effect														
✗✗	Major negative effect														
?	Uncertain														
	Asset Management Plan (RAMP).														beneficial effects on ensuring access to the environment and services is maintained which will in turn have beneficial effects on the health and wellbeing of the community. This policy could also result in beneficial effects on biodiversity, soils, water, air quality and noise through the maintenance of a functional transport network, minimising congestion as far as possible without the construction of new infrastructure and thus minimising emissions.
	LTP 4: The Council will seek to move from the current situation, where the deterioration of its road and footway network has been halted, to one where the condition is continuously improving.	✓✓	✓✓	✓	0	✓	0	0	✓	0	0	✓	0	✓	This Policy gives several major positive effects on SEA objectives, by committing to improvement in the road and footway network rather than maintaining the status quo reverse the state of the network from deterioration to continual improvement. A more efficient, sustainable network will provide minor positive effects to a number of objectives; less congestion and efficiently operating roads will improve traffic flow that could negatively impact biodiversity sites as well as lowering water-mobilised pollutants from vehicles. An improving network will encourage residents to utilise public transport opportunities, thus promoting sustainable access of material assets. An improving network will promote sustainable communities and reduce congestion thus making the roads safer.
	LTP 5: The Council will seek to reduce the cost of public liability claims.	✓✓	✓	0	0	0	0	0	0	0	0	✓✓	0	✓	This Policy seeks to lower the cost of public liability claims and will provide major positive effects to human health and well-being by creating a safer environment. A minor positive effect will also be gained as access is improved (be it footways or roads that are improved as a result of this aim).
Actions	LTA 1: Implement the Roads Investment Programme for road and footway improvements.	✓✓	✓✓	✓	0	✓	✓	✗	✓	0	0	✓	0	✓	This Action, alike to the Policy LTP 3, will generate several major positive effects alongside the SEA objectives by promoting access to a functional environment. An improved road network will deliver a number of minor positive effects too: access to the countryside will be enhanced; less congestion on roads will reduce air pollution as well as pollutants from vehicles that can reach watercourses via road surface runoff; and a network that is more efficient and less congested will be safer and more attractive.

Capabilities on project:
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TABLE B1 MAINTENANCE AND ASSET MANAGEMENT															
Key		SEA Objectives												Summary Score	Summary Comments
		To improve human health and community well being across South Lanarkshire	To promote improvements on access to a functional environment	To promote, improve and enhance biodiversity and encourage access to wildlife and countryside	To protect high quality and sensitive soils and prevent soil contamination	To enhance and protect the water environment	To prevent the deterioration in air quality	To minimise noise and light pollution	To promote the sustainable use of material assets	To protect and where appropriate enhance the historic and cultural heritage of the area	To promote a rich environmental landscape within South Lanarkshire	To promote safe, attractive and sustainable communities in South Lanarkshire	To promote the efficient use of resources and adapt to a changing climate		
✓✓	Major positive effect														
✓	Minor positive effect														
0	Neutral effect														
✗	Minor negative effect														
✗✗	Major negative effect														
?	Uncertain														
	LTA 2: Prioritise and undertake repairs to reported road defects.	✓	✓✓	0	0	0	0	0	✓	0	0	✓✓	0	✓	This Action will give several major positive effects to the environment improving access and making it safer and more attractive. This will also deliver several minor positive effects, in particular the repairs will benefit transport network users by improving community well-being by having the road network in a well-maintained state.
	LTA 3: Work with Scottish Local Authority partners / SCOTS to develop an asset management plan and valuation of assets.	✓	0	✓	✓	✓	0	0	0	✓	✓	0	✓	✓	This Action promotes collaboration between organisations and will have a number of minor positive effects on the SEA objectives. Valuing and managing assets will have a long term benefit to resident well-being, as well as short term and long term benefits to physical features like soils, watercourses, cultural heritage/historical features which in turn promotes a rich environmental landscape in South Lanarkshire.
Bridges															
	Policies														
	LTP 6: The Council will ensure that the bridges for which it is responsible meet current safety and load-bearing standards.	✓✓	✓✓	0	0	✓	0	0	✓	0	0	✓✓	0	✓	This Policy will ensure that the bridges are safe offering major positive effects to SEA objectives by promoting well-being and access to a safe environment. There are a number of minor positive effects with bridges kept operational and safe allowing access to the public in sustainable ways, either on foot or public transport. This should also promote access to material assets too. Safe operational bridges may also provide a minor positive impact on the watercourses over which some will cross.
	Actions														
	LTA 4: Continue the bridge strengthening programme by completing one major bridge improvement per year.	✓✓	✓✓	0	0	✓ / ✗	✗	✗	✓	0	0	✓✓	0	✓	This Action will maintain the target to strengthen one major bridge improvement per year which will promote a safe environment, promote access and improve well being. There may be minor positive effects related to as the
	LTA 5: Upgrade sub-standard bridge parapets by 2015.	✓✓	0	0	0	0	0	0	0	0	✓	✓✓	0	✓	This Action will have major positive effects to several SEA objectives by improving well being (and lowering the risk of accidents) and improving the safety of bridges for users. This improvement to bridges will also have a minor impact on the environments landscape aided by more aesthetically pleasing bridges.
	LTA 6: Complete the	✓	0	0	0	0	0	0	0	0	0	✓	✓	✓	This Action will indirectly demonstrate a number of

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TABLE B1 MAINTENANCE AND ASSET MANAGEMENT																		
Key		SEA Objectives												Summary Score	Summary Comments			
		To improve human health and community well being across South Lanarkshire	To promote improvements on access to a functional environment	To promote, improve and enhance biodiversity and encourage access to wildlife and countryside	To protect high quality and sensitive soils and prevent soil contamination	To enhance and protect the water environment	To prevent the deterioration in air quality	To minimise noise and light pollution	To promote the sustainable use of material assets	To protect and where appropriate enhance the historic and cultural heritage of the area	To promote a rich environmental landscape within South Lanarkshire	To promote safe, attractive and sustainable communities in South Lanarkshire	To promote the efficient use of resources and adapt to a changing climate					
✓✓	Major positive effect																	
✓	Minor positive effect																	
0	Neutral effect																	
✗	Minor negative effect																	
✗✗	Major negative effect																	
?	Uncertain																	
	assessment of privately owned bridges by 2015.																	minor positive effects on the SEA objectives. They will improve well being in the long term once improvements are able to be prioritised. Secondly, this Action will further promote a safe environment in South Lanarkshire as well as the efficient use of resources as bridges that require strengthening can be addressed.
	LTA 7: Strengthen one privately owned bridge per year over a 15 year programme.	✓	✓	0	0	✓	0	0	0	0	0	0	✓	0	✓			This Action, although set at a longer timescale, does provide a number of minor positive effects. Bridge improvements will improve well being, access and an efficient use of resources as work is prioritised to bridges that require it.
Street Lighting																		
Policies	LTP 7: Co-ordinate with other programmes, e.g. the roads investment programme.	✓	✓	0	0	0	0	✗	0	0	0	0	✓	✓	✓			Co-ordination with other programmes should benefit the target to increase street lighting in South Lanarkshire. It will bring several minor positive effects to the SEA objectives by improving the delivery of LTA 8 thus promoting the well-being, access and a safe, attractive environment. Secondly, co-ordination with other programmes will ensure that resources are used efficiently as there is a wider understanding of targets/programmes.
	LTP 8: Prioritise the works by means of a criteria based scoring system, e.g. presence in crime hot-spot.	✓✓	✓✓	0	0	0	0	✗	0	0	0	0	✓✓	✓✓	✓✓			By prioritising works with a scoring system this policy ensures that resources are used effectively and in areas where it is most required. With lighting improved in high priority areas this will lead to a major positive effects on well being, human health, access and safety as it should lead to a reduction in crime (and the fear of crime) and traffic accidents.
	LTP 9: Minimise vandalism by installing suitably robust equipment in potentially problematic areas.	✓✓	✓	0	0	0	0	✗	0	0	0	0	✓✓	0	✓			Robust equipment in potentially problematic areas will improve the well being of residents with lighting units having heightened durability. Robust units should have a greater life span and so heighten the longevity of a safe, attractive environment. Finally, if lighting units are not lost / damaged due to vandalism there is a positive effect to the usability of the environment which will in turn promote the access of residents to the functional environment.
	LTP 10: Continue to take advantage of technological development in materials including	✓	0	0	0	0	0	0	✗	0	0	0	0	✓	✓✓	✓		

Capabilities on project:
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TABLE B1 MAINTENANCE AND ASSET MANAGEMENT															
Key		SEA Objectives												Summary Comments	
✓✓	Major positive effect	To improve human health and community well being across South Lanarkshire	To promote improvements on access to a functional environment	To promote, improve and enhance biodiversity and encourage access to wildlife and countryside	To protect high quality and sensitive soils and prevent soil contamination	To enhance and protect the water environment	To prevent the deterioration in air quality	To minimise noise and light pollution	To promote the sustainable use of material assets	To protect and where appropriate enhance the historic and cultural heritage of the area	To promote a rich environmental landscape within South Lanarkshire	To promote safe, attractive and sustainable communities in South Lanarkshire	To promote the efficient use of resources and adapt to a changing climate	Summary Score	
✓	Minor positive effect														
0	Neutral effect														
✗	Minor negative effect														
✗✗	Major negative effect														
?	Uncertain														
	longer lamp lives, L.E.D. units etc.														longer term scale that the environment is maintained as both safe and attractive. Additionally, improved street lighting will possibly benefit human health by reducing the risk of traffic accidents.
Actions	LTA 8: Continue annual programme of street lighting improvements.	✓✓	✓✓	✗	0	0	0	✓/✗	✓	✗	✓/✗	✓✓	✓	✓✓	Despite this Action holding a few negative effects in terms of affecting biodiversity (via light spillage) and cultural heritage sites (affecting historical character) there are a number of positive effects to improving the lighting network in South Lanarkshire. This Action will benefit human health by reducing traffic accidents due to better lit roads. Secondly, better lit streets, particularly in problematic areas, will heighten users accessibility to the functional environment. A safer environment will improve well being via reducing the threat of crime (and fear of crime). An improved lighting network will also promote the use of community landscapes. Whether this policy increases or decreases light pollution is uncertain and will be dependent on the equipment utilised.
Traffic Signals and Pedestrian Crossings															
Policies	LTP 11: The Council supports the implementation of traffic signals and pedestrian crossings in the interest of road safety.	✓✓	✓✓	0	0	0	0	✗	✓✓	0	0	✓✓	✓✓	✓	The Policy present several major positive effects by improving well-being, access to assets and use of the environment for South Lanarkshire residents. Improved traffic signals will encourage people to travel on foot giving health benefits and reducing emissions from vehicles.
Actions	LTA 9: In the interests of road safety, the Council will continue to maintain traffic signals and pedestrian crossings, and additional facilities will be installed where there is an evidenced need.	✓✓	✓✓	0	0	0	0	✗	✓✓	0	0	✓✓	✓✓	✓	This Action gives major positive effects to a number of the SEA objectives. It will promote access and improve human health and well-being.
Winter Maintenance															

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TABLE B1 MAINTENANCE AND ASSET MANAGEMENT																
Key		SEA Objectives												Summary Score	Summary Comments	
Symbol	Description	To improve human health and community well being across South Lanarkshire	To promote improvements on access to a functional environment	To promote, improve and enhance biodiversity and encourage access to wildlife and countryside	To protect high quality and sensitive soils and prevent soil contamination	To enhance and protect the water environment	To prevent the deterioration in air quality	To minimise noise and light pollution	To promote the sustainable use of material assets	To protect and where appropriate enhance the historic and cultural heritage of the area	To promote a rich environmental landscape within South Lanarkshire	To promote safe, attractive and sustainable communities in South Lanarkshire	To promote the efficient use of resources and adapt to a changing climate			
✓✓	Major positive effect															
✓	Minor positive effect															
0	Neutral effect															
✗	Minor negative effect															
✗✗	Major negative effect															
?	Uncertain															
Policies	LTP 12: Provide a standard of service on its public roads which will permit safe passage of vehicles and pedestrians on main routes appropriate to the prevailing weather conditions.	✓✓	✓✓	0	0	0	0	✗	✗	0	0	✓✓	✗	✓	This Policy gives several major positive effects to the SEA objectives by seeking to provide safe access despite prevailing weather conditions.	
	LTP 13: Establish a pattern of working which will minimise delays, diversions due to winter weather as far as is reasonably practical.	✓✓	✓✓	0	0	0	✓	✓	0	0	0	✓✓	✓✓	✓	This Policy gives several major positive effects to the SEA objectives. Yet secondly, also presents some minor positive effects. With delays and diversions minimised there will be a reduction in noise pollution and emissions.	
	LTP 14: Respond to serious hardship during extended periods of severe weather.	✓✓	✓✓	0	0	0	0	0	0	0	0	✓✓	✓✓	✓	This Policy presents several direct major positive effects when considering the SEA objectives. This Policy provides heightened well-being and access to residents facing serious hardship. It demonstrates a commitment that in light of a changing climate the Council is committed to providing winter maintenance for all residents.	
Actions	LTA 10: Update annually and implement the Winter Maintenance Procedures and Resources document.	✓✓	✓✓	0	0	✗ / 0	✗	0	✓	0	0	✓✓	✓✓	✓	This Action will have a major positive effect on a number of the SEA objectives. Annual reviews of the maintenance procedures and resources will benefit residents well-being and ensure that in spite of climate changes that the transport network is managed and maintained well in an efficient, sustainable manner throughout winter months. Reviewing the winter maintenance will improve access to the transport network throughout the winter months giving access to material assets, including through sustainable means, such as the public transport network.	
	LTA 11: Following receipt of adverse winter conditions forecast treat 50% of the road network on a precautionary basis.	✓✓	✓✓	✓	0	✗ / 0	✗	✗ / 0	✓	0	0	✓✓	0	✓	This Action applies a precautionary approach to forecasted weather and gives major positive effects to a number of SEA objectives. It demonstrates a good level of care for residents safety- the average Scottish level is 42% of the road network. As above, with users enabled to access material assets there is a minor positive effect as sustainable transport means will be more likely operational despite of	

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TABLE B1 MAINTENANCE AND ASSET MANAGEMENT															
Key		SEA Objectives												Summary Score	Summary Comments
		To improve human health and community well being across South Lanarkshire	To promote improvements on access to a functional environment	To promote, improve and enhance biodiversity and encourage access to wildlife and countryside	To protect high quality and sensitive soils and prevent soil contamination	To enhance and protect the water environment	To prevent the deterioration in air quality	To minimise noise and light pollution	To promote the sustainable use of material assets	To protect and where appropriate enhance the historic and cultural heritage of the area	To promote a rich environmental landscape within South Lanarkshire	To promote safe, attractive and sustainable communities in South Lanarkshire	To promote the efficient use of resources and adapt to a changing climate		
✓✓	Major positive effect														
✓	Minor positive effect														
0	Neutral effect														
✗	Minor negative effect														
✗✗	Major negative effect														
?	Uncertain														
															adverse conditions. Treating the road network would also enhance access to the countryside.
	LTA 12: Following receipt of adverse winter conditions forecast treat 5% of the footway network on a precautionary basis.	✓✓	✓✓	✓	0	✗ / 0	✓	✓	✓	0	0	✓✓	0	✓	This Action will benefit the well-being of residents and promote a safe environment for users to travel sustainably (by foot). There are indirect minor positive effects on a number of SEA objectives as if residents are encouraged to travel by foot, noise pollution would reduce, car emissions are reduced, lowering water pollutants, improving air quality and enhancing access to wildlife and the countryside.
	LTA 13: During severe weather conditions treat secondary and extreme (road) routes as resources permit.	✓✓	✓✓	✓	0	✗	✗	✗ / 0	✓✓	0	0	✓✓	✓	✓	This Action enables the transport network to function in severe weather conditions enhancing well-being, access to a functional environment and promoting safe communities. Minor positive effects to SEA objectives would also result with enhanced access to the countryside and an efficient use of resources with reserves only being distributed as widely in severe conditions.
	LTA 14: During severe weather conditions treat (footway) accessibility routes and the rest as resources permit.	✓✓	✓✓	✓	0	✗	✓	✓	✓✓	0	0	✓✓	✓	✓	This Action enables access to public footways in severe weather conditions enhancing well-being, access to a functional environment and promoting safe communities. Minor positive effects to SEA objectives would also result with enhanced access to the countryside and an efficient use of resources with reserves only being distributed as widely in severe conditions. This Action also will indirectly prevent the deterioration of air quality and minimise noise pollution as users are not relying on vehicles.
Summary score		✓✓	✓✓	✓	✓	✓	✓	✓✗	✓	✓ / ✗	✓	✓✓	✓✓	✓	

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TABLE B2 ROAD SAFETY																
Key		SEA Objectives												Summary Comments		
✓✓	Major positive effect	To improve human health and community well being across South Lanarkshire	To promote improvements on access to a functional environment	To promote, improve and enhance biodiversity and encourage access to wildlife and countryside	To protect high quality and sensitive soils and prevent soil contamination	To enhance and protect the water environment	To prevent the deterioration in air quality	To minimise noise and light pollution	To promote the sustainable use of material assets	To protect and where appropriate enhance the historic and cultural heritage of the area	To promote a rich environmental landscape within South Lanarkshire	To promote safe, attractive and sustainable communities in South Lanarkshire	To promote the efficient use of resources and adapt to a changing climate	Summary Score	These actions and policies set out road safety improvements and target areas with high accident rates. These will lead to residual beneficial effects on safety and human health and wellbeing. A reduction in accidents will also lead to beneficial effects on the water environment through reduced spillage risk and on air quality and biodiversity associated with a reduction in congestion. However it is unlikely the last to effects will be measurable as the reduction in congestion will not be a constant.	
✓	Minor positive effect															
0	Neutral effect															
✗	Minor negative effect															
✗✗	Major negative effect															
?	Uncertain															
Policies	<p>LTP 15: The Council will seek to reduce the number and severity of casualties within South Lanarkshire and contribute towards the achievement of the 2020 national casualty reduction targets.</p>	✓✓	✓	0	✓	✓	0	✓/✗	0	0	0	✓✓	0	✓	By seeking to reduce the number and severity of casualties in South Lanarkshire the policy will support the aims and objectives of at least five of the SEA objectives. In particular the Policy will aim to improve the health and well being of the communities in the area by promoting a safe environment in which to live and work. Additionally, a reduction in the number and severity of casualties may potentially be linked to fewer road accidents associated with spillages of polluting substances to both the soil and water environment.	
	<p>LTP 16: The Council will review road safety enquiries and target resources and improvements where 3 or more injury accidents are occurring in the previous 3 years or on routes that have a higher rate than the national average.</p>	✓✓	✓	0	0	0	0	0	✓/✗	0	0	0	✓✓	✓	✓	This Policy supports several objectives by prioritising improvements to roads that have more injury accidents occurring than the national average (over a 3 year period). Improvements to such roads will have a positive effect upon human health and benefit access within South Lanarkshire. It will also promote a safer environment. By aiming to distribute resources to these areas this Policy also demonstrates an efficient approach.
	<p>LTP 17: The council will seek to improve residents' perception of safety when accessing public transport infrastructure under their responsibility.</p>	✓	✓	✓	0	0	✓	✓	0	0	0	✓	✓	✓	✓	This Policy will support the aims and objectives of seven of the SEA objectives. By improving residents' perception of safety, human health and community well being will be enhanced. In addition, improved perception of safety will promote access to a functional environment, prevent deterioration in air quality and minimise light and noise pollution, as it plays a key role in encouraging people to walk and cycle by reducing psychological barriers to active travel. Similarly, this Policy is likely to encourage access to wildlife and countryside, support safe, attractive

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TABLE B2 ROAD SAFETY															
Key		SEA Objectives												Summary Comments	
✓✓	Major positive effect	To improve human health and community well being across South Lanarkshire	To promote improvements on access to a functional environment	To promote, improve and enhance biodiversity and encourage access to wildlife and countryside	To protect high quality and sensitive soils and prevent soil contamination	To enhance and protect the water environment	To prevent the deterioration in air quality	To minimise noise and light pollution	To promote the sustainable use of material assets	To protect and where appropriate enhance the historic and cultural heritage of the area	To promote a rich environmental landscape within South Lanarkshire	To promote safe, attractive and sustainable communities in South Lanarkshire	To promote the efficient use of resources and adapt to a changing climate	Summary Score	These actions and policies set out road safety improvements and target areas with high accident rates. These will lead to residual beneficial effects on safety and human health and wellbeing. A reduction in accidents will also lead to beneficial effects on the water environment through reduced spillage risk and on air quality and biodiversity associated with a reduction in congestion. However it is unlikely the last to effects will be measurable as the reduction in congestion will not be a constant.
✓	Minor positive effect														
0	Neutral effect														
✗	Minor negative effect														
✗✗	Major negative effect														
?	Uncertain														
															and sustainable communities, and promote the efficient use of resources and adapt to climate change as residents are more likely to use more sustainable methods of transport (e.g. cycle).
	LTP 18: The Council will support and encourage driving at 20mph or below in residential areas and outside schools.	✓	✓	0	0	0	✓/✗	✓/✗	0	0	0	✓	✓/✗	✓	It is predicted that LTP 18 will support at least three SEA objectives, particularly with regards to improved human health. This policy has the potential to either support or conflict with three SEA objectives depending on its implementation. Firstly, lowering traffic speed may result in a reduction of noise levels due to less interaction between the tyres and the road surface but can also be increased by excessive braking and acceleration if traffic calming measures are in place. However, depending on the traffic noise baseline of a particular road, noise changes might not be significant. Secondly, depending on the road type (e.g. short roads with junctions and roundabouts as opposed to local distributor roads), emissions from vehicles may either increase or reduce at reduced speeds and hence preventing or supporting the enhancement of air quality. The efficient use of resources will be linked to this SEA objective.
Actions	LTA 15: The Council will deliver prioritised road safety improvements at identified accident locations / routes /	✓	✓	✓	✓	✓	0	✓/✗	✓	0	0	✓	0	✓	LTA 15 is likely to support at least seven of the SEA objectives. These include the promotion of human health and safe communities, and improved access to both the functional environment and the wildlife/countryside. The road safety improvements may also be related to

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TABLE B2 ROAD SAFETY															
Key		SEA Objectives												Summary Comments	
✓✓	Major positive effect	To improve human health and community well being across South Lanarkshire	To promote improvements on access to a functional environment	To promote, improve and enhance biodiversity and encourage access to wildlife and countryside	To protect high quality and sensitive soils and prevent soil contamination	To enhance and protect the water environment	To prevent the deterioration in air quality	To minimise noise and light pollution	To promote the sustainable use of material assets	To protect and where appropriate enhance the historic and cultural heritage of the area	To promote a rich environmental landscape within South Lanarkshire	To promote safe, attractive and sustainable communities in South Lanarkshire	To promote the efficient use of resources and adapt to a changing climate	Summary Score	These actions and policies set out road safety improvements and target areas with high accident rates. These will lead to residual beneficial effects on safety and human health and wellbeing. A reduction in accidents will also lead to beneficial effects on the water environment through reduced spillage risk and on air quality and biodiversity associated with a reduction in congestion. However it is unlikely the last to effects will be measurable as the reduction in congestion will not be a constant.
✓	Minor positive effect														
0	Neutral effect														
✗	Minor negative effect														
✗✗	Major negative effect														
?	Uncertain														
	areas.														fewer road accidents leading to contamination of soils and water environment, and can potentially promote the sustainable use of material assets. The implementation of this action will determine whether or not it conflicts with the objective of minimising noise and light pollution.
	LTA 16: Continued promotion of road safety education and training initiatives.	✓	✓	0	0	0	0	0	0	0	0	✓	0	✓	By continuing the promotion of road safety education and training initiatives, this policy will support the aims of three SEA objectives.
	LTA 17: Continue programme of street lighting improvements.	✓✓	✓✓	✗	0	0	0	✓/✗	✓	✗	✓/✗	✓✓	✓	✓✓	Despite this action holding a few negative effects in terms of affecting biodiversity (via light spillage) and cultural heritage sites (affecting historical character) there are a number of positive effects to improving the lighting network in South Lanarkshire. This Action will benefit human health by reducing traffic accidents due to better lit roads. Secondly, better lit streets, particularly in problematic areas, will heighten users accessibility to the functional environment. A safer environment will improve well being via reducing the threat of crime (and fear of crime). An improved lighting network will also promote the use of community landscapes. Whether this policy increases or decreases light pollution is uncertain and will be dependent on the equipment utilised.
	LTA 18: Deliver prioritised traffic signal and pedestrian crossing maintenance improvements and new installations.	✓	✓	0	0	0	0	0	0/✓	✗	✗	✓	✓	✓	This Action will support the aims of at least five SEA objectives. Not only will it promote human health and access, but it will promote safe communities and promote the efficient use of resources. There is a potential conflict with landscape / townscape and historic setting with an increase in street

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TABLE B2 ROAD SAFETY															
Key		SEA Objectives												Summary Comments	
✓✓	Major positive effect	To improve human health and community well being across South Lanarkshire	To promote improvements on access to a functional environment	To promote, improve and enhance biodiversity and encourage access to wildlife and countryside	To protect high quality and sensitive soils and prevent soil contamination	To enhance and protect the water environment	To prevent the deterioration in air quality	To minimise noise and light pollution	To promote the sustainable use of material assets	To protect and where appropriate enhance the historic and cultural heritage of the area	To promote a rich environmental landscape within South Lanarkshire	To promote safe, attractive and sustainable communities in South Lanarkshire	To promote the efficient use of resources and adapt to a changing climate	Summary Score	These actions and policies set out road safety improvements and target areas with high accident rates. These will lead to residual beneficial effects on safety and human health and wellbeing. A reduction in accidents will also lead to beneficial effects on the water environment through reduced spillage risk and on air quality and biodiversity associated with a reduction in congestion. However it is unlikely the last to effects will be measurable as the reduction in congestion will not be a constant.
✓	Minor positive effect														
0	Neutral effect														
✗	Minor negative effect														
✗✗	Major negative effect														
?	Uncertain														
															furniture, however this effect can be managed through appropriate siting.
Summary Score		✓	✓	✓	✓	✓	✓	✓/✗	✓	✗	✓/✗	✓	✓		

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TABLE B3 SUSTAINABLE TRANSPORT															
Key		SEA Objectives												Summary Comments	
✓✓	Major positive effect	To improve human health and community well being across South Lanarkshire	To promote improvements on access to a functional environment	To promote, improve and enhance biodiversity and encourage access to wildlife and countryside	To protect high quality and sensitive soils and prevent soil contamination	To enhance and protect the water environment	To prevent the deterioration in air quality	To minimise noise and light pollution	To promote the sustainable use of material assets	To protect and where appropriate enhance the historic and cultural heritage of the area	To promote a rich environmental landscape within South Lanarkshire	To promote safe, attractive and sustainable communities in South Lanarkshire	To promote the efficient use of resources and adapt to a changing climate	Summary Score	These policies and actions will promote a modal shift to more sustainable forms of transport, decreasing reliance on the car and reducing congestion and emissions. These will result in beneficial effects on human health and wellbeing, biodiversity, air quality, the water environment and the historic environment. There may be some residual effects where interchange schemes such as park and rides are implemented, however through appropriate siting and design and where required mitigation it is likely these effects will not be significant .
✓	Minor positive effect														
0	Neutral effect														
✗	Minor negative effect														
✗✗	Major negative effect														
?	Uncertain whether Aims / Objectives conflict with or support the SEA Objectives														
Walking and Cycling															
Policies	LTP 19: The Council will aim to increase the proportion of journeys that are made by foot in South Lanarkshire.	✓	✓	✓	✓	✓	✓	✓/✗	✓	0	✓	✓	✓	✓	This policy will aim to have a minor positive effect on twelve of the SEA objectives. This policy has the potential to improve access to the countryside resulting in positive effects on human health. Increasing the number of journeys made by foot and decreasing traffic levels on the road has the potential to reduce the risk of spillage incidents and thus having a positive effect on watercourses and soil conditions. Reduced congestion as a result of fewer cars on the road could result in lower emissions and thus have an indirect positive effect on air quality. Similarly, reduced congestion would indirectly minimise any noise pollution. However, should lighting infrastructure be required to facilitate footpath, light pollution could increase.
	LTP 20: The Council will contribute towards the achievement of the national cycling target of 10% of all trips being made by bike by the year 2020.	✓	✓	✓	✓	✓	✓	✓/✗	✓	0	✓	✓	✓	✓	This policy will aim to have a minor positive effect on twelve of the SEA objectives. This policy has the potential to improve access to the countryside and public facilities resulting in positive effects on human health. Increasing the number of journeys made by bike has the potential to decrease traffic levels on the road which may reduce the risk of spillage incidents and thus having a positive effect on watercourses and soil conditions. Reduced congestion due to fewer cars

Capabilities on project:
Environment

TABLE B3 SUSTAINABLE TRANSPORT															
Key		SEA Objectives												Summary Comments	
✓✓	Major positive effect	To improve human health and community well being across South Lanarkshire	To promote improvements on access to a functional environment	To promote, improve and enhance biodiversity and encourage access to wildlife and countryside	To protect high quality and sensitive soils and prevent soil contamination	To enhance and protect the water environment	To prevent the deterioration in air quality	To minimise noise and light pollution	To promote the sustainable use of material assets	To protect and where appropriate enhance the historic and cultural heritage of the area	To promote a rich environmental landscape within South Lanarkshire	To promote safe, attractive and sustainable communities in South Lanarkshire	To promote the efficient use of resources and adapt to a changing climate	Summary Score	<p>These policies and actions will promote a modal shift to more sustainable forms of transport, decreasing reliance on the car and reducing congestion and emissions. These will result in beneficial effects on human health and wellbeing, biodiversity, air quality, the water environment and the historic environment. There may be some residual effects where interchange schemes such as park and rides are implemented, however through appropriate siting and design and where required mitigation it is likely these effects will not be significant .</p>
✓	Minor positive effect														
0	Neutral effect														
✗	Minor negative effect														
✗✗	Major negative effect														
?	Uncertain whether Aims / Objectives conflict with or support the SEA Objectives														
															<p>on the road could result in lower emissions and thus have an indirect positive effect on the air quality. Similarly, reduced congestion would indirectly minimise any noise pollution. However, should lighting infrastructure be required to facilitate cycle routes, light pollution could increase.</p>
	<p>LTP 21: The Council will actively support and encourage children to travel actively with the aim of increasing the proportion of journeys that are made to school on foot or by bike.</p>	✓✓	✓	✓	✓	✓	✓	✓/✗	✓	0	✓	✓	✓	✓	<p>This policy will have a major positive effect on improving human health and community well being by encouraging children to walk or cycle to school. This policy will aim to have a minor positive effect on eleven SEA objectives. Encouraging journeys made by foot or bike by school children, reduces road congestion having positive effects on air and water quality, soil conditions and biodiversity. Similarly, reduced congestion would indirectly minimise any noise pollution. However, should lighting infrastructure be required to facilitate cycle/footpath networks, light pollution could increase. This policy will hopefully result in a legacy impact on human health which children understanding the benefits of walking and cycling from a early age which will hopefully pass on through the generations.</p>
Actions	<p>LTA 19: The Council will improve walking and cycling facilities through the funding of the Roads Investment Programme and further development</p>	✓✓	✓✓	✓	✓	✓	✓	✓/✗	✓	0	✓	✓	✓	✓	<p>This policy will have a major positive effect on improving human health and community well being by improving walking/cycling facilities to community services. This policy will aim to have a minor positive effect on ten SEA</p>

Capabilities on project:
Environment

TABLE B3 SUSTAINABLE TRANSPORT															
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✓	Minor positive effect														
0	Neutral effect														
✗	Minor negative effect														
✗✗	Major negative effect														
?	Uncertain whether Aims / Objectives conflict with or support the SEA Objectives														
	of the Core Path network.														<p>objectives. Encouraging journeys made by foot or bike reduces road congestion having positive effects on air and water quality, soil conditions and biodiversity. Similarly, reduced congestion would indirectly minimise any noise / light pollution. However, should lighting infrastructure be required to facilitate cycle/footpath networks, light pollution could increase.</p>
	<p>LTA 20: Subject to the availability of funding the Council will extend our cycling network including further development of the National Cycle Network and development of the local South Lanarkshire network.</p>	✓✓	✓✓	✓	✓	✓	✓	✓/✗	✓	0	✓	✓	✓	✓	<p>This policy will have a major positive effect on improving human health and accessing community services within the South Lanarkshire area. This policy will aim to have a minor positive effect on ten SEA objectives. Encouraging journeys made by bike reduces road congestion having positive effects on air and water quality, soil conditions and biodiversity. Similarly, reduced congestion would indirectly minimise any noise pollution. However, should lighting infrastructure be required to facilitate cycle/footpath networks, light pollutants could increase.</p>
	<p>LTA 21: The Council will increase the number of schools that develop travel plans.</p>	✓	✓	✓	0	0	✓	0	✓	0	✓	✓	✓	✓	<p>Increasing the number of travel plans within schools could improve human health, community well being and accessibility by promoting sustainable forms of travel within the community. This policy has the potential to have a minor positive effect on eight SEA objectives.</p>
Public Transport															

Capabilities on project:
Environment

TABLE B3 SUSTAINABLE TRANSPORT															
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✓	Minor positive effect														
0	Neutral effect														
✗	Minor negative effect														
✗✗	Major negative effect														
?	Uncertain whether Aims / Objectives conflict with or support the SEA Objectives														
Policies	<p>LTP 22: We will actively support and encourage the development of public transport with the aim of increasing the proportion of journeys that are made by bus and by train</p>	✓	✓✓	✓	0	✓	✓	0	✓	0	✓	✓	✓	✓	<p>This policy aims to support sustainable forms of public transport within the South Lanarkshire area by increasing the number of journeys made by bus and train. This may reduce congestion on the roads having a major positive benefit on human health and the well being of the community; as well as increasing accessibility to community facilities. The reduction of car vehicles on the road has the potential to reduce emissions into the atmosphere having positive benefits on air quality. This policy has the potential to have minor positive benefits on eight SEA objectives.</p>
	<p>LTP 23: We will seek to improve the quality of bus services.</p>	✓	✓✓	0	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	<p>This policy aims to improve bus services within the South Lanarkshire area which may have a major positive benefit on accessing community facilities. This policy will have a minor positive benefit on human health, water quality, air quality, biodiversity, cultural heritage, access, landscape, as an indirect effect of reduced congestion on the road network. This policy will have the potential to have a minor positive benefit on ten SEA objectives.</p>
	<p>LTP 24: We will support and encourage multi modal journeys that allow convenient interchange between rail, bus and car.</p>	✓	✓✓	✓	✓	✓	✓	✓/✗	✓	✓	✓	✓	✓	✓	✓

Capabilities on project:
Environment

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✓	Minor positive effect														
0	Neutral effect														
✗	Minor negative effect														
✗✗	Major negative effect														
?	Uncertain whether Aims / Objectives conflict with or support the SEA Objectives														
															<p>area has the potential to reduce road congestion resulting in lower emissions. Reduced emissions could have a positive effect on cultural heritage and biodiversity. Fewer cars on the road would reduce the risk of spillages incidents resulting in a positive effect on air and water quality. This policy will have a minor positive benefit on human health, water quality, air quality, biodiversity, cultural heritage, access, landscape, as an indirect effect of reduced congestion on the road network.</p>
Actions	LTA 22: We will work in conjunction with SPT and implement prioritised public transport infrastructure improvements	✓	✓✓	✓	✓	✓	✓	✓/✗	✓✓	✓	✓	✓	✓	✓	<p>This policy aims to improve public transport infrastructure which has the potential to have a major positive effect on improving community accessibility and encouraging the public to use sustainable modes of transport. This has the potential to increase the number of individuals using public transport on a daily basis and reduce road congestion resulting in minor positive effects on water quality, biodiversity, air quality, soil conditions, cultural heritage and landscape. Similarly, reduced congestion would indirectly minimise any noise pollution. However, should lighting be required to facilitate public transport infrastructure, light pollutants could increase.</p>
	LTA 23: Where necessary we will implement Quality Partnerships, in	✓	✓✓	0	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	<p>This policy aims to improve bus services within the South Lanarkshire area which may have a major positive effect on improving community</p>

Capabilities on project:
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✓	Minor positive effect														
0	Neutral effect														
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✗✗	Major negative effect														
?	Uncertain whether Aims / Objectives conflict with or support the SEA Objectives														
	partnership with bus operators and SPT to improve the quality and frequency of bus services.														<p>accessibility. This policy will have a minor positive benefit on human health, water quality, air quality, biodiversity, cultural heritage, access, landscape, as an indirect effect of reduced congestion on the road network. This policy will have the potential to have a minor positive benefit on ten SEA objectives.</p>
	<p>LTA 24: We will investigate the further provision of park and ride facilities in South Lanarkshire to facilitate sustainable multi modal journeys.</p>	✓	✓✓	✓	✓	✓	✓	✓/✗	✓	✓	✓	✓	✓	✓	<p>This policy aims to encourage multi modal interchange within the South Lanarkshire area. Providing additional sustainable transport services has the potential to have a major positive effect on improving community accessibility. Increasing the number of park and ride facilities within the local area has the potential to reduce road congestion resulting in lower emissions and reducing the risk of spillages on the road. Reduced emissions on the road will have a positive effect on cultural heritage and biodiversity. This policy will have a minor positive benefit on human health, water quality, air quality, biodiversity, cultural heritage, access, landscape, as an indirect effect of reduced congestion on the road network. However, should lighting be required to facilitate park and ride, light pollutants could increase.</p>
Low Carbon Vehicles															

Capabilities on project:
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✓	Minor positive effect														
0	Neutral effect														
✗	Minor negative effect														
✗✗	Major negative effect														
?	Uncertain whether Aims / Objectives conflict with or support the SEA Objectives														
Policies	LTP 25: The Council will support the introduction of low carbon vehicles as a sustainable alternative to internal combustion vehicles.	✓	0	✓	✓/✗	✓/✗	✓	✓	0	✓	✓	✓✓	✓✓	✓	<p>This policy will be a key contributor in achieving improvements to climate change and sustainable SEA targets by reducing carbon emissions through the introduction of low carbon vehicles. Lower emissions may reduce levels of air pollutants and improve air quality in certain locations. Improvement to air quality has the potential to have positive effects on biodiversity, cultural heritage, landscape character and human health.</p> <p>This policy does not aim to reduce the number of vehicles on the existing network and the risk of spillage incidents is not reduced. However as the fuel source has changed to electric this would reduce fluid volumes within vehicles having a positive effect on spillage incidents. Therefore this policy has the potential to have a minor negative and positive effect on soil conditions and watercourses from spillage incidents.</p> <p>Low carbon vehicles tend to be quieter in operation so there is potential for this policy to be a positive contributor in minimising noise pollutants within South Lanarkshire.</p>
Actions	Low Carbon Vehicles LTA 25: We will develop a network of “fast” charging stations in Council car parks throughout South Lanarkshire to facilitate public electric vehicle	✓	✓✓	✓	✓/✗	✓/✗	✓	✗	✓	✓	✓	✓✓	✓	✓	<p>This policy will have a major positive effect on achieving sustainable SEA objectives by improving accessibility to key public services by providing fast charging systems for sustainable modes of transport. This provision encourages the public to use more sustainable modes of transport whilst</p>

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✓	Minor positive effect														
0	Neutral effect														
✗	Minor negative effect														
✗✗	Major negative effect														
?	Uncertain whether Aims / Objectives conflict with or support the SEA Objectives														
	charging														<p>increasing accessibility to community services. This could result in lower emissions in the local area through the utilisation of low carbon vehicles. A reduction in carbon emissions would have a positive effect on human health, biodiversity and cultural heritage.</p> <p>This policy does not aim to reduce the number of vehicles on the existing network and the risk of spillage incidents is not reduced. However as the fuel source has changed to electric this would reduce fluid volumes within vehicles having a positive effect on spillage incidents. Therefore this policy has the potential to have a minor negative and positive effect on soil conditions and watercourses from spillage incidents.</p> <p>The operation of fast charging stations may result in an increase in light and noise pollutants.</p>
	<p>Low Carbon Vehicles LTA 26: We will investigate the provision of “rapid” charging stations at strategic locations to extend the range of electric vehicles.</p>	✓	✓✓	✓	✓/✗	✓/✗	✓	✗	✓	✓	✓	✓✓	✓	✓	<p>This policy will have a major positive effect on achieving sustainable SEA objectives by improving accessibility to public services further afield by providing fast charging systems for sustainable modes of transport. This policy increases the geographical area where sustainable transport could be utilised within the South Lanarkshire area. This could result in lower emissions and a reduction in emissions would have a positive effect on human health, biodiversity and</p>

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✓	Minor positive effect														
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✗	Minor negative effect														
✗✗	Major negative effect														
?	Uncertain whether Aims / Objectives conflict with or support the SEA Objectives														
															<p>cultural heritage.</p> <p>This policy does not aim to reduce the number of vehicles on the existing network and the risk of spillage incidents is not reduced. However as the fuel source has changed to electric this would reduce fluid volumes within vehicles having a positive effect on spillage incidents. Therefore this policy has the potential to have a minor negative and positive effect on soil conditions and watercourses from spillage incidents.</p> <p>The operation of fast charging stations may result in an increase in light and noise pollutants.</p>
	<p>Low Carbon Vehicles LTA 27: We will require the provision of electric vehicle recharging infrastructure in all new developments.</p>	✓	✓✓	✓	✓/✗	✓/✗	✓	✗	0	✓	✓	✓✓	✓✓	✓	<p>This policy will have a major positive effect on achieving three of the SEA objectives by ensuring future developers adapt to climate change requirements whilst increasing accessibility to public services. This policy could result in lower emissions and a reduction in emissions would have a positive effect on human health, biodiversity and cultural heritage.</p> <p>This policy does not aim to reduce the number of vehicles on the existing network and the risk of spillage incidents is not reduced. However as the fuel source has changed to electric this would reduce fluid volumes within vehicles having a positive effect on spillage incidents. Therefore this policy</p>

Capabilities on project:
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✓	Minor positive effect														
0	Neutral effect														
✗	Minor negative effect														
✗✗	Major negative effect														
?	Uncertain whether Aims / Objectives conflict with or support the SEA Objectives														
															<p>has the potential to have a minor negative and positive effect on soil conditions and watercourses from spillage incidents. The operation of charging stations may result in an increase in light and noise pollutants.</p>
Summary Score		✓✓	✓✓	✓/✗	✓✓/✗	✓/✗	✓/✗✓	✓/✗	✓	✓/✗	✓/✗	✓	✓		

Capabilities on project:
Environment

TABLE B4 ENVIRONMENT															
Key		SEA Objectives												Summary Comments	
✓✓	Major positive effect	To improve human health and community well being across South Lanarkshire	To promote improvements on access to a functional environment	To promote, improve and enhance biodiversity and encourage access to wildlife and countryside	To protect high quality and sensitive soils and prevent soil contamination	To enhance and protect the water environment	To prevent the deterioration in air quality	To minimise noise and light pollution	To promote the sustainable use of material assets	To protect and where appropriate enhance the historic and cultural heritage of the area	To promote a rich environmental landscape within South Lanarkshire	To promote safe, attractive and sustainable communities in South Lanarkshire	To promote the efficient use of resources and adapt to a changing climate	Summary Score	The policies and actions seek to improve air quality, reduced light pollution and adaption to changes in the climate with regards to flood risk. These will result in residual beneficial effect on air quality and noise and light pollution and will also have positive effects on biodiversity and human health and wellbeing.
✓	Minor positive effect														
0	Neutral effect														
✗	Minor negative effect														
✗✗	Major negative effect														
?	Uncertain whether Aims / Objectives conflict with or support the SEA Objectives														
Air Quality															
Policies	LTP 26: The Council will continue to monitor and work to meet statutory requirements as appropriate.	✓	0	✓	0	0	✓✓	0	0	✓	✓	0	✓✓	✓	In response to global climate change, statutory regulations have been implemented to combat poor air quality within the UK. This LTS policy would have a major positive effect on achieving statutory aims and improve air quality within the South Lanarkshire area. Improving air quality within the local area has the potential to be of a positive benefit to human health biodiversity, cultural heritage and landscape receptors from the reduction of harmful pollutants released into the atmosphere.
	LTP 27: The Council will continue to integrate air quality considerations into its strategic policies and plans.	✓	0	✓	0	0	✓✓	0	0	✓	✓	0	✓	✓	This LTS policy would have a major positive effect on improving air quality within the South Lanarkshire area. Improving air quality has the potential to be of a positive benefit to human health biodiversity, cultural heritage and landscape receptors from the reduction of harmful pollutants released into the atmosphere.
Actions	LTA 28: Draft Action Plan measures have been identified through the Air Quality Steering Group in an attempt to reduce road transport pollution at the Whirlies AQMA and in the surrounding area. These actions will be monitored and evaluated to determine their impact on air quality at the AQMA.	✓	0	✓	✓	✓	✓✓	0	0	✓	✓	0	✓	✓	This policy addresses localised road transport pollutants generated within the Whirlie AQMA and could have major positive benefits on improving air quality within the South Lanarkshire area. Reducing air pollutants in Whirlie could have minor but positive effects on human health, biodiversity, cultural heritage and the surrounding landscape. Dependant on the types of improvements implemented this could also have indirect positive

Capabilities on project:
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✓	Minor positive effect														
0	Neutral effect														
✗	Minor negative effect														
✗✗	Major negative effect														
?	Uncertain whether Aims / Objectives conflict with or support the SEA Objectives														
															benefits on soil conditions and the water environment.
	LTA 29: Recent air quality reports concluded that an Air Quality Management Areas (AQMA) would require to be declared at Main Street, Rutherglen and other potential AQMAs would require Detailed Assessments to be carried out including assessment of PM10 and NO2 at Hamilton town centre and NO2 in Lanark town centre and Main Street, Uddingston.	✓✓	0	✓	0	0	✓✓	0	0	✓	0	0	✓	✓	The identification of AQMAs has the potential to have major positive benefits on improving air quality within localised areas of South Lanarkshire. The reduction of air pollutants in town centres could have major benefits to human health and community wellbeing. Improving local air quality could have minor but positive effects on biodiversity, cultural heritage, the surrounding landscape. The implementation of local AQMAs will contribute towards achieving targets in changing climate.
	LTA 30: The Council operate their continuous monitoring equipment in the areas which are most likely to be closest to breaching the 2010 objectives for PM10.	✓	0	0	0	0	✓✓	0	0	0	0	0	✓	✓	Continuing air quality monitoring in areas where quality is classified as poor would have a major benefit in ensuring future deterioration is avoided. This policy would have minor positive effects on human health and adapting to changing climate through continuous monitoring.
	LTA 31: Consideration is given to the deployment of additional monitoring sites along the new M74 extension to inform future review and assessment of air quality. Monitoring of traffic flows and speeds to be carried out to assess the impact of the M74 completion to ensure that the predicted impacts on air quality are realistic and do not breach air quality	✓	0	✓	0	0	✓✓	0	0	✓	✓	0	✓	✓	Continuing air quality monitoring along new infrastructure such as the M74 will play a key factor in preventing the deterioration of air quality within the local area. This will have indirect but positive effects in the long term on human health, biodiversity, cultural heritage and surrounding landscape. This policy will also contribute to achieving targets in tackling climate changes.

Capabilities on project:
Environment

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✓	Minor positive effect														
0	Neutral effect														
✗	Minor negative effect														
✗✗	Major negative effect														
?	Uncertain whether Aims / Objectives conflict with or support the SEA Objectives objectives.														
Flood Management															
Policies	LTP 28: The Council will continue to support the development and implementation of the Scottish Adaptation Programme.	✓✓	0	✓	✓	✓✓	0	0	✓	✓✓	✓	✓	✓	✓	This policy has the potential to have major positive effects on the management of water resources and water quality within South Lanarkshire. The Adaptation programme will reduce the rate of surface water runoff and improve Sustainable Urban Design (SUDS) which would reduce pollutants entering watercourses within South Lanarkshire. Managing flood risk during extreme weather would be of a major benefit to human health/community well being and cultural heritage buildings. An improvement on water quality within main rivers would have positive minor effects on the biodiversity it supports and the surrounding landscape. Improving SUDs design and surface water runoff rates has the potential to improve soil conditions by decreasing contaminants entering the soil during adverse weather conditions.

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Environment

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Actions	LTA 32: The Council will consider the implementation of flood management measures that support the Scottish Adaptation Programme.	✓✓	0	✓	✓	✓✓	0	0	✓	✓✓	✓	✓	✓	✓	<p>This policy has the potential to have major positive effects on the management of water resources and water quality within South Lanarkshire. The Adaptation programme will reduce the rate of surface water runoff which would reduce pollutants entering watercourses within South Lanarkshire.</p> <p>Managing flood risk during extreme weather would be of major benefit to human health/community well being and cultural heritage buildings.</p> <p>An improvement on water quality within main rivers would have positive minor effects on the biodiversity it supports and the surrounding landscape.</p> <p>Improving surface water runoff rates has the potential to improve soil conditions by decreasing contaminants entering the soil during adverse weather conditions.</p>
Light Pollution															

Capabilities on project:
Environment

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Policies	<p>Light Pollution LTP 29: The Council will continue to lobby the Scottish Executive whenever possible to carry out the following:</p> <ul style="list-style-type: none"> Define light pollution as a statutory nuisance and draw up regulations which would enable local authority environmental health officers to deal with it (having taken advice from a qualified lighting engineer); Introduces new regulations, through land use planning legislation, to allow planning authorities to control exterior lighting; Ensure any planning policy statement will address light pollution and acknowledge the importance of the dark; and Ensure that the policies and operations of all government departments and public agencies take account of the need to tackle light pollution. 	✓	✗	✓	0	0	0	✓✓	✗	✓	✓	✗	✓	✓	<p>This policy aims to tackle light pollution through minimising lighting design in developments and encouraging the importance of the "dark". This would be a major positive in reducing light pollution throughout South Lanarkshire. Reductions in lighting of certain areas would have minor positive benefits in addressing climate change, commuting biodiversity receptors and the setting of cultural heritage features. However limiting lighting within certain areas could have negative effects on safety, accessibility and the connectivity of community services.</p>
Actions	<p>LTA 33: Install luminaries with good optical control that minimise light pollution and</p>	✓	✓	✓	0	0	0	✓✓	✗	✓	✓	✗	✓	✓	<p>This policy aims to tackle light pollution through reducing light spillage in developments. This</p>

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	trespass by directing the light downwards and into the areas to be lit.														would have a major positive effect in reducing unnecessary light pollution in South Lanarkshire. Reductions in lighting would have minor positive benefits in addressing climate change, commuting biodiversity receptors and the setting of cultural heritage features. However limiting lighting within certain areas could have negative effects on safety, accessibility and the connectivity of community services.
	LTA 34: Minimise electricity costs by not over-lighting, using energy-efficient light sources, turning off some lights when they are not required, e.g. after midnight every second light in some car parks, and by installing L.E.D. or dimmable luminaries in new developments whenever possible.	✓	✓	✓/✗	0	0	0	✓✓	✗	✓	✓	✗	✓	✓	This policy aims to tackle light pollution through reducing light control methods in public services. This would be a major positive in reducing unnecessary light pollution in South Lanarkshire. Reduction in lighting would have minor positive benefits in addressing climate change, commuting biodiversity receptors and the setting of cultural heritage features. However limiting lighting within certain areas could have negative effects on safety, accessibility and connectivity of community services by members of the public. In addition the use of LED lighting could have negative effects on deterring commuting biodiversity receptors.
	LTA 35: A preference for post mounted luminaries rather than post top will be pursued wherever possible as post top designs are inherently inefficient and emit excessive amounts of light	✓	✓/✗	✓	0	0	0	✓✓	✓/✗	✓	✓	✗	✓	✓	This policy aims to tackle light pollution through reducing unnecessary light spillage in public places. This would contribute towards minimising unnecessary light pollution in South Lanarkshire. A reduction in light spillage would

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	into the upper hemisphere.														have minor positive benefits in addressing climate change, commuting biodiversity receptors and the setting of the cultural heritage features. However limiting lighting within certain areas could have negative effects on safety, accessibility and the connectivity of community services.	
Noise Pollution																
Policies	LTP 29: The Council will continue to monitor noise pollution throughout the area and supports the development of Noise Management Areas and Quiet Areas where required,	✓	0	✓	0	0	0	0	✓✓	0	0	0	0	0	✓	This policy will have a major positive effect minimising noise pollutants within the South Lanarkshire area. Reduction in noise pollutants would be of minor benefit to human health and community well being. Noise pollutants can deter biodiversity receptors and any measures implemented to address noise pollutants would have a positive effect on biodiversity.
Actions	LTA 36: The Council will implement measures that seek to reduce the adverse impact of traffic noise throughout South Lanarkshire and will continue to support the development of Noise Management Areas and Quiet Areas.	✓	0	✓	0	0	0	0	✓✓	0	0	0	0	0	✓	This policy will have a major positive effect minimising noise pollutants generated by traffic within the South Lanarkshire area. Reduction in noise pollutants would be of minor benefit to human health and community well being. Noise pollutants can deter biodiversity receptors and any measures implemented to address noise pollutants would have a positive effect on biodiversity.
Summary Score		✓	✓	✓	✓	✓✓	✓✓	✓✓	✓	0	0	✓/✗	✓			

Capabilities on project:
Environment

TABLE B5 TRANSPORT AND THE ECONOMY																
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?	Uncertain whether Aims / Objectives conflict with or support the SEA Objectives															
Transport and New Development																
Policies	LTP 31: The Council will require that major new developments are accessible by walking, cycling and public transport.	✓✓	✓✓	✓	✓	✓	✓	✓	✓✓	✓✓	✓✓	✓✓	0	✓	This Policy has a number of major positive effects on SEA objectives. A number of minor positive effects will also result from the objective; firstly, with more people using sustainable transport methods emissions will reduce having a positive impact on biodiversity, noise pollution and air quality. With the number of vehicles on the roads encouraged to reduce by increasing accessibility there may be fewer spillage incidents as a result of traffic accidents, this combined with lower emissions will benefit the water environment. Fewer spillages will also benefit soils. A positive impact to air quality may also benefit the heritage sites.	
	LTP 32: The Council will require that the transport implications of major development to be set out in a Transport Assessment and for minor developments within a Transport Statement.	✓	✓	0	0	0	0	0	0	✓	0	✓	0	0	✓	Enforcing Transport Assessments / Statements will have minor positive effects on a number of SEA objectives. The outcome of such assessments / statements will promote improvements to be made in the transport system, in turn benefitting the well-being, accessibility and environmental landscape within South Lanarkshire.
	LTP 33: The Council will require the preparation, implementation and monitoring of Travel Plans for major developments as part of the planning / legal agreements.	✓✓	✓✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	✓✓	✓	Travel Plans seek to encourage a modal shift to more sustainable modes of transport than private cars. Should this shift manifest there would be a positive impact on biodiversity, noise pollution, air quality and the water environment due to lower emissions. Fewer private cars would also potentially reduce traffic accidents lowering spillages and so

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															reducing pollutants in watercourses and oil contamination in soils. Improvement in air quality would also benefit heritage sites.
	LTP 34: The Council will require either the direct provision of transport infrastructure by developers and landowners, or contributions towards the cost in whole or in part of transportation works to be provided by others including the Council itself.	✓	✓	✓	0	0	✓	0	✓	0	0	✓	0	✓	Provision for transport (complete or contribution) by developers and landowners supports several SEA objectives resulting in minor positive effects. Transport provision will aid resident well-being and promote access to material assets across South Lanarkshire.
	LTP 35: The Council will require that all new development are designed to the principles of Designing Streets.	✓✓	✓✓	0	0	0	0	✓	0	✓	✓	✓✓	✓	✓	The Designing Streets policy document supports major positive effects to a number of SEA objectives. The application of a system that prioritises sustainable transport development over the use of less-sustainable means will in turn, encourage people to access the public transport network or walking routes / cycle paths which has minor positive effects on other SEA objectives as fewer vehicles are using the road network.
Actions	LTA 37: The Council will require that all Transport Assessments are checked and approved, to ensure that all requirements have been satisfied in relation to national guidance and policies.	✓	✓	0	0	0	0	0	✓	0	✓	0	0	✓	Ensuring that Transport Assessment requirements have been fulfilled and satisfied in relation to national guidance and policies will ensure that the outcomes of the process are accurate and of most benefit to communities in South Lanarkshire. Outcomes to such assessments will improve resident well being, accessibility and community landscape, thus, this Policy supports a number of the SEA objectives.

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	LTA 38: The Council will monitor the implementation of Travel Plans for developments and will carry out enforcement through the planning process.	✓✓	✓	0	0	0	✓	0	✓✓	0	0	✓✓	0	✓	Enforcing Travel Plans will ensure the shift to more sustainable transport mechanisms. This in turn, will improve human health and well being and accessibility. Secondly, fewer vehicles on the road will in turn create positive impacts to biodiversity, watercourses, air quality and noise pollution as well as promoting a safer environment.
Parking and Demand Management Policy															
Policies	LTP 36: There will be an ongoing assessment of all waiting and loading times to ensure that they are appropriate and support the economic wellbeing of the area.	✓✓	✓✓	✓	0	✓	✓	✓	0	✓	0	0	0	✓	Ongoing assessment of all waiting and loading times will have beneficial effects on the economic well being and improved accessibility in town centres. Should inappropriate loading times and waiting times be reduced, town centre congestion, and therefore vehicle emissions, would reduce leading to a positive effect on aspects such as air quality, heritage sites, biodiversity and the water environment. A reduction in inappropriate loading / waiting times will also reduce noise pollution.
	LTP 37: The Council will use its powers to control on street parking to balance parking supply and demand, to ensure the unimpeded flow of traffic, to support economic vitality and to improve road safety.	✓✓	✓✓/✗	✓	0/✓	✓	✓	✓	✓	✓	✓	0	✓✓	0	✓

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?	Uncertain whether Aims / Objectives conflict with or support the SEA Objectives														
															environment. The LTS however should explore the reasons and use of on street parking. A number of rural communities rely on cars to reach services where public transport is less amenable, therefore the LTS will need to ensure where required alternatives are available for rural communities to access essential services.
Actions	LTA 39: The Council will review Traffic Regulation Orders (TROs) in areas where parking causes safety and/or congestion issues.	✓✓	✓✓	0	0	0	✓	✓	0	0	0	✓	0	✓	This Action supports a number of the SEA objectives. Seeking to reduce congestion and safety issues improves well being and accessibility, as well as reducing noise pollution from vehicles and air quality issues from vehicle emissions.
	LTA 40: The Council will ensure that all TROs are accessible to the public through the Council's internet site.	✓✓	0	0	0	0	0	0	0	0	0	0	0	✓	This Action would inform the public regarding TROs. There is a positive effect to well being as the public are informed about Council actions regarding issues of congestion and road safety.
Traffic Growth															
Policies	LTP 38: The Council will seek to achieve a reduction in the rate of traffic growth on its road network.	✓✓	✓✓	0/✓	0/✓	0/✓	0/✓	0/✓	0	0/✓	0	✓✓	0	✓	This Policy supports a number of the SEA objectives, giving several positive effects. Should a reduced rate of traffic growth be achieved then there would be a positive effect due to reduced congestion (and so fewer traffic accidents / lower emissions) on biodiversity, soils, air quality, noise pollution, heritage sites and the water environment.
	LTP 39: The Council will ensure that developers introduce measures to mitigate the traffic impacts of new	✓✓	✓✓	✓	✓	✓	✓	✓	✓	✓	0	✓✓	0	✓	This Policy will minimise associated problems with any increase in traffic due to new developments. This supports a number of SEA objectives with positive effects.

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	developments on the new road network.														<p>Minimising effects will reduce congestion and so benefit biodiversity, air quality and reduce noise pollution. Benefiting air quality will reduce the threat to heritage sites by minimising the risk of acid rain. Less congestion may also reduce traffic accidents and so spillages incidents, lowering risk of pollutants affecting soils and the water environment.</p>
Actions	LTA 41: The Council will operate a long term traffic monitoring programme and produce an annual traffic monitoring report.	✓	✓	0/✓	0/✓	0/✓	0/✓	0/✓	0	0/✓	0	✓	0	✓	<p>This action will ensure effective monitoring of traffic occurs in South Lanarkshire. This supports the SEA objectives giving a number of minor positive effects. Should changes result from the output of these reports then aspects of the environment, such as the air quality, could improve further.</p>
New Roads															

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✗✗	Major negative effect														
?	Uncertain whether Aims / Objectives conflict with or support the SEA Objectives														
Policies	LTP 40: The Council will support major or minor new roads infrastructure where it is proven that it will ease congestion on the existing road network and / or provide opportunities for the improvement to the local economy or the provision of an improved sustainable transport network.	✓/✗	✓✓	✓/✗	✓/✗	✓/✗	✓/✗	✗	✓	✓/✗	✓/✗	✓✓	✓	✓/✗	This policy will ease congestion on existing road through the implementation of new road infrastructure. Easing congestion will ensure traffic flow is maintained and reduces the level of emissions generated during traffic jams. Reduced emissions would be of a minor benefit to human health, biodiversity, water & air quality, soil conditions and cultural heritage features. The introduction of additional infrastructure will be of major benefit to community wellbeing by increasing community accessibility. However new infrastructure has the potential to increase vehicles on the roads and encourage road travel which could have negative effects on biodiversity, human health, soil conditions, cultural heritage, landscape, water and air quality. New road infrastructure may result in an increase in light and noise pollutants from associated infrastructure on previously unaffected areas and may also result in effects on landscape character and setting associated with new infrastructure and land take.

Capabilities on project:
Environment

TABLE B5 TRANSPORT AND THE ECONOMY															
Key		SEA Objectives												Summary Comments	
✓✓	Major positive effect	To improve human health and community well being across South Lanarkshire	To promote improvements on access to a functional environment	To promote, improve and enhance biodiversity and encourage access to wildlife and countryside	To protect high quality and sensitive soils and prevent soil contamination	To enhance and protect the water environment	To prevent the deterioration in air quality	To minimise noise and light pollution	To promote the sustainable use of material assets	To protect and where appropriate enhance the historic and cultural heritage of the area	To promote a rich environmental landscape within South Lanarkshire	To promote safe, attractive and sustainable communities in South Lanarkshire	To promote the efficient use of resources and adapt to a changing climate	Summary Score	These policies and actions ensure traffic plans will be implemented with new developments, manage parking and traffic growth these are all aimed at reducing congestion and will result in residual beneficial effects associated with that reduction. Proposed new road schemes are also set out under this theme. It is likely that these may result in some residual adverse effects associated with land take and effects on setting and landscape character, however through appropriate siting and design and where appropriate mitigation measures it is likely significant effects can be avoided. The implementation of these schemes will also lead to beneficial residual effects associated with reduced congestion and minimising traffic flow through town centres
✓	Minor positive effect														
0	Neutral effect														
✗	Minor negative effect														
✗✗	Major negative effect														
?	Uncertain whether Aims / Objectives conflict with or support the SEA Objectives														
	<p>LTP 41: The Council will support the following road schemes and land will be reserved within the Local Plan where appropriate (see Local Plan policy TRA 7).</p> <ul style="list-style-type: none"> Stewartfield Way Enhancement Lanark Gyratory A726 and Greenhills Road, East Kilbride widening M8/M73/M74 Improvements - Raith Interchange (Transport Scotland) Stonehouse Link / Relief Road (Development led) 	✓/✗	✓✓	✓/✗✗	✓/✗✗	✓/✗✗	✓/✗✗	✗	✓	✓/✗✗	✓/✗✗	✓✓	✓	✓/✗	The aim of this policy is to ease congestion on existing road through the implementation of road improvements. Easing congestion will ensure traffic flow is maintained and reduces the level of emissions generated during traffic jams. Reduced emissions would be of a minor benefit to human health, biodiversity, water & air quality, soil conditions and cultural heritage features. The introduction of additional infrastructure will be of major benefit to community wellbeing by increasing community accessibility. However new infrastructure has the potential to increase vehicles on the roads and encourage road travel which could have major negative effects on biodiversity, human health, soil conditions, cultural heritage, landscape, water and air quality. New road infrastructure may result in an increase in light and noise pollutants from associated infrastructure on previously unaffected areas and may also result in effects on landscape character and setting associated with new infrastructure and land take.
Actions	LTA 43: Subject to availability of funding and support from partner organisations, the Council will develop the following road schemes, generally in the priority indicated in brackets, and prepare preliminary designs and programmes for	✓/✗	✓✓	✓/✗✗	✓/✗✗	✓/✗✗	✓/✗✗	✗	✓	✓/✗✗	✓/✗✗	✓✓	✓	✓/✗	The aim of this policy is to ease congestion on existing road through the implementation of road improvements. Easing congestion will ensure traffic flow is maintained and reduces the level of emissions generated during traffic jams. Reduced emissions would be of a minor benefit to human health, biodiversity, water & air quality, soil conditions and cultural heritage features. The introduction of

Capabilities on project:
Environment

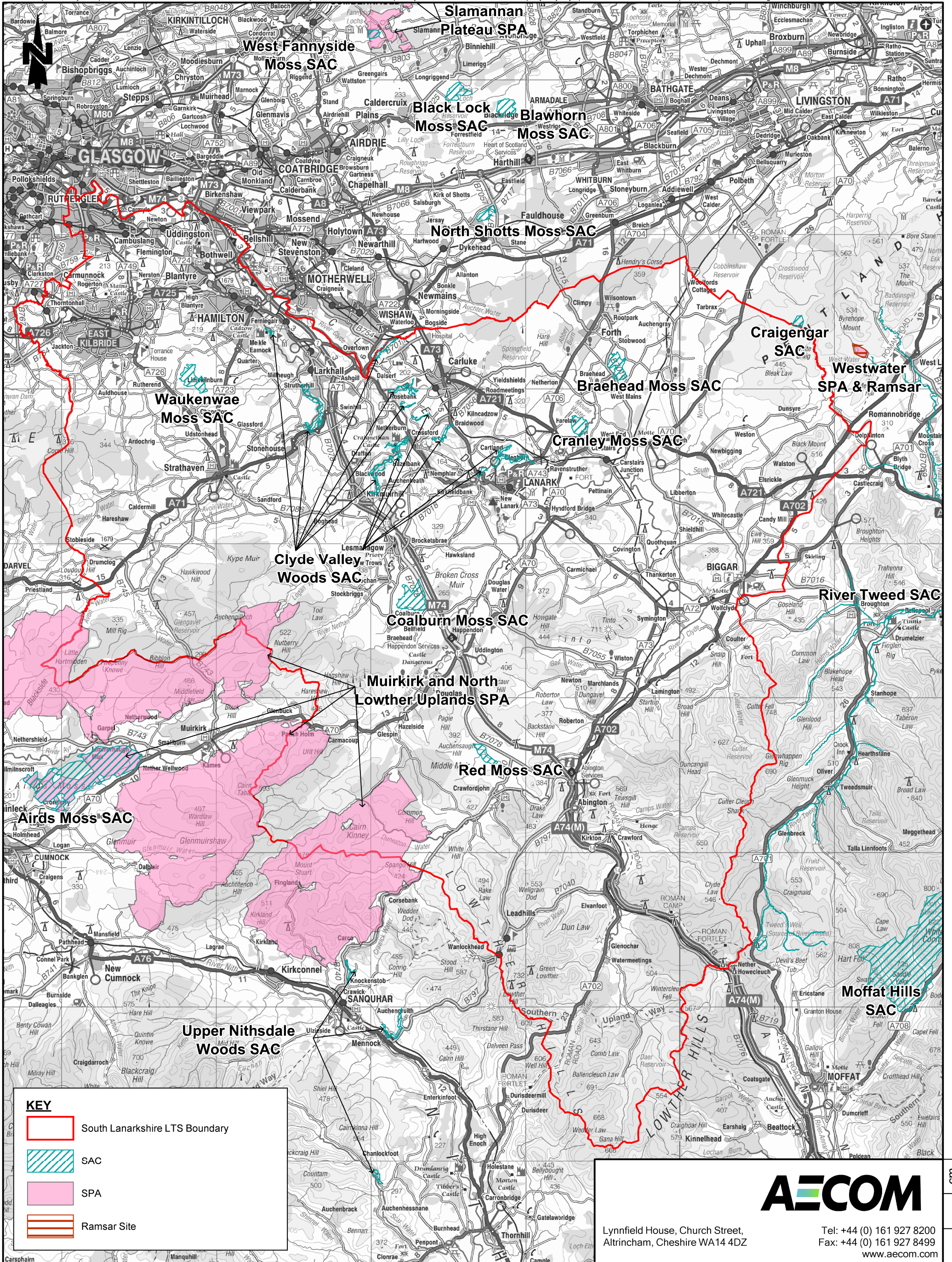
TABLE B5 TRANSPORT AND THE ECONOMY															
Key		SEA Objectives												Summary Comments	
✓✓	Major positive effect	To improve human health and community well being across South Lanarkshire	To promote improvements on access to a functional environment	To promote, improve and enhance biodiversity and encourage access to wildlife and countryside	To protect high quality and sensitive soils and prevent soil contamination	To enhance and protect the water environment	To prevent the deterioration in air quality	To minimise noise and light pollution	To promote the sustainable use of material assets	To protect and where appropriate enhance the historic and cultural heritage of the area	To promote a rich environmental landscape within South Lanarkshire	To promote safe, attractive and sustainable communities in South Lanarkshire	To promote the efficient use of resources and adapt to a changing climate	Summary Score	<p>These policies and actions ensure traffic plans will be implemented with new developments, manage parking and traffic growth these are all aimed at reducing congestion and will result in residual beneficial effects associated with that reduction. Proposed new road schemes are also set out under this theme. It is likely that these may result in some residual adverse effects associated with land take and effects on setting and landscape character, however through appropriate siting and design and where appropriate mitigation measures it is likely significant effects can be avoided. The implementation of these schemes will also lead to beneficial residual effects associated with reduced congestion and minimising traffic flow through town centres</p>
✓	Minor positive effect														
0	Neutral effect														
✗	Minor negative effect														
✗✗	Major negative effect														
?	Uncertain whether Aims / Objectives conflict with or support the SEA Objectives														
	<p>implementation.</p> <ul style="list-style-type: none"> Stewartfield Way Enhancement Cathkin Relief Road Lanark Gyratory Downiebrae Road Upgrade A726 and Greenhills Road, East Kilbride widening (6) 														<p>additional infrastructure will be of major benefit to community wellbeing by increasing community accessibility. However new infrastructure has the potential to increase vehicles on the roads and encourage road travel which could have major negative effects on biodiversity, human health, soil conditions, cultural heritage, landscape, water and air quality. New road infrastructure may result in an increase in light and noise pollutants from associated infrastructure and therefore this policy has a minor negative effect.</p>
	<p>LTA 44: The Council will support the development and implementation of the following Scottish Executive and developer's road schemes:-</p> <ul style="list-style-type: none"> M8/M73/M74 Improvements - Raith Interchange (Transport Scotland) Stonehouse Link / Relief Road (Development led) 	✓/✗	✓✓	✓/✗✗	✓/✗✗	✓/✗✗	✓/✗✗	✗	✓	✓/✗✗	✓/✗✗	✓✓	✓	✓/✗	<p>The aim of this policy is to ease congestion on existing road through the implementation of road improvements. Easing congestion will ensure traffic flow is maintained and reduces the level of emissions generated during traffic jams. Reduced emissions would be of a minor benefit to human health, biodiversity, water & air quality, soil conditions and cultural heritage features. The introduction of additional infrastructure will be of major benefit to community wellbeing by increasing community accessibility. However new infrastructure has the potential to increase vehicles on the roads and encourage road travel which could have major negative effects on biodiversity, human health, soil conditions, cultural heritage, landscape, water and air quality. New road infrastructure may result in an increase in light and noise pollutants from associated infrastructure on</p>

Capabilities on project:
Environment

TABLE B5 TRANSPORT AND THE ECONOMY																
Key		SEA Objectives												Summary Comments		
✓✓	Major positive effect	To improve human health and community well being across South Lanarkshire	To promote improvements on access to a functional environment	To promote, improve and enhance biodiversity and encourage access to wildlife and countryside	To protect high quality and sensitive soils and prevent soil contamination	To enhance and protect the water environment	To prevent the deterioration in air quality	To minimise noise and light pollution	To promote the sustainable use of material assets	To protect and where appropriate enhance the historic and cultural heritage of the area	To promote a rich environmental landscape within South Lanarkshire	To promote safe, attractive and sustainable communities in South Lanarkshire	To promote the efficient use of resources and adapt to a changing climate	Summary Score	These policies and actions ensure traffic plans will be implemented with new developments, manage parking and traffic growth these are all aimed at reducing congestion and will result in residual beneficial effects associated with that reduction. Proposed new road schemes are also set out under this theme. It is likely that these may result in some residual adverse effects associated with land take and effects on setting and landscape character, however through appropriate siting and design and where appropriate mitigation measures it is likely significant effects can be avoided. The implementation of these schemes will also lead to beneficial residual effects associated with reduced congestion and minimising traffic flow through town centres	
✓	Minor positive effect															
0	Neutral effect															
✗	Minor negative effect															
✗✗	Major negative effect															
?	Uncertain whether Aims / Objectives conflict with or support the SEA Objectives															
															previously unaffected areas and may also result in effects on landscape character and setting associated with new infrastructure and land take.	
Monitoring and Reporting																
Actions	LTA 45: The Council will review the progress of the LTS against a range of indicators and will report on progress through the development and publication of Annual Progress Reports.	✓	0	0	0	0	0	0	0	0	0	0	✓	✓	✓	One of the aims of the production of the LTS is to help address climate change in the UK and promote more sustainable living within South Lanarkshire. Any form of regular monitoring to improve future LTS would be of minor benefit to climate change, human health, and sustainable community,
Summary Score		✓/✗	✓✓	✓/✗	✓/✗	✓/✗	✓/✗	✓/✗	✓	✓/✗	✓/✗	✓✓	✓	✓✓/✗		

Capabilities on project:
Environment

Figures



Client: **SOUTH LANARKSHIRE COUNCIL**

Project: **SOUTH LANARKSHIRE LTS SEA**

Title: **NATURA 2000 & RAMSAR SITES**

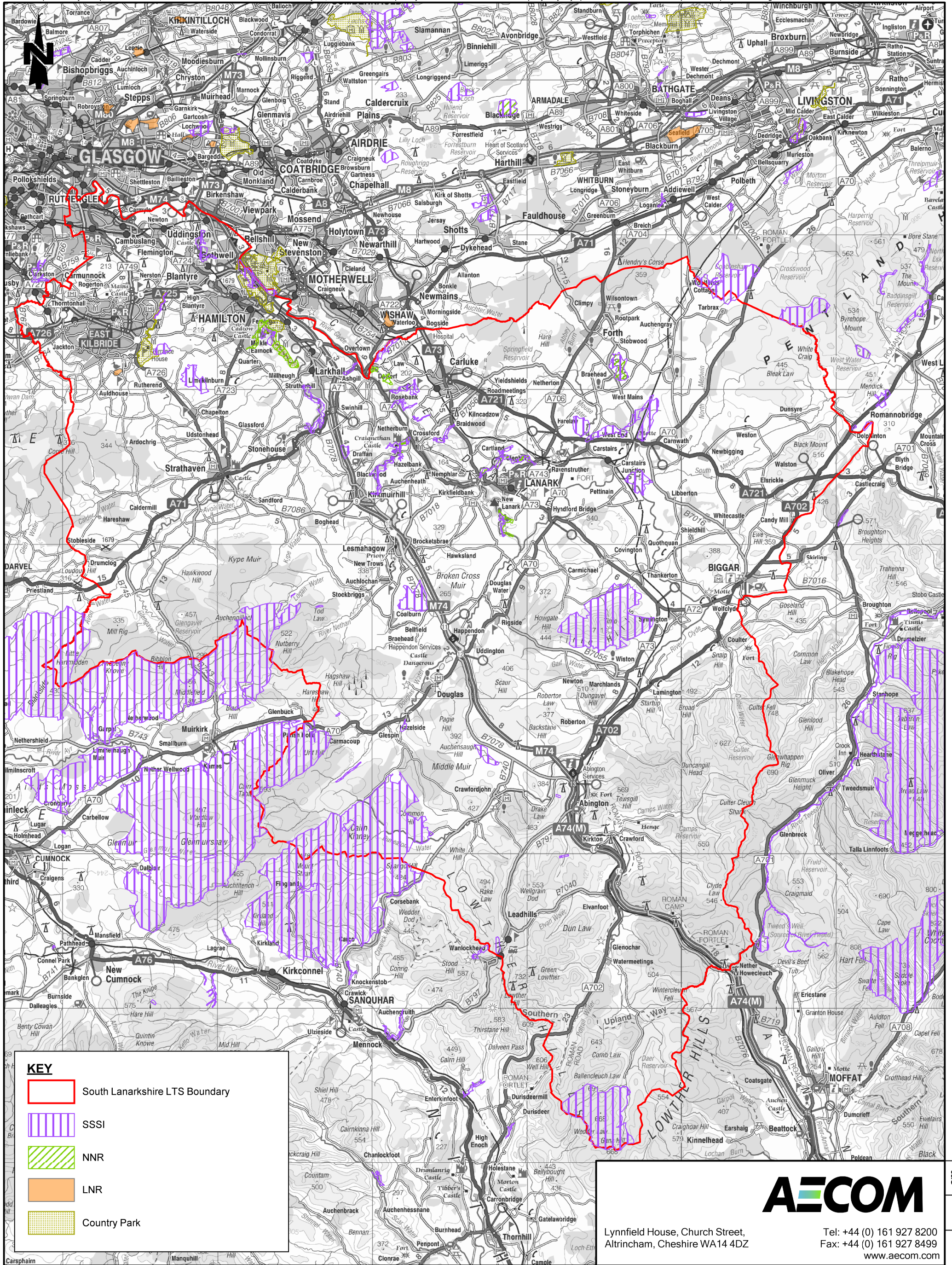
AECOM

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 www.aecom.com

Design:	AI	GIS:	AI
Chk'd:	CC	App'd:	NP
Date:	23-01-2012	Scale:	1:225,000 @A3

No. FIGURE 1

cm A3



KEY

- South Lanarkshire LTS Boundary
- SSSI
- NNR
- LNR
- Country Park



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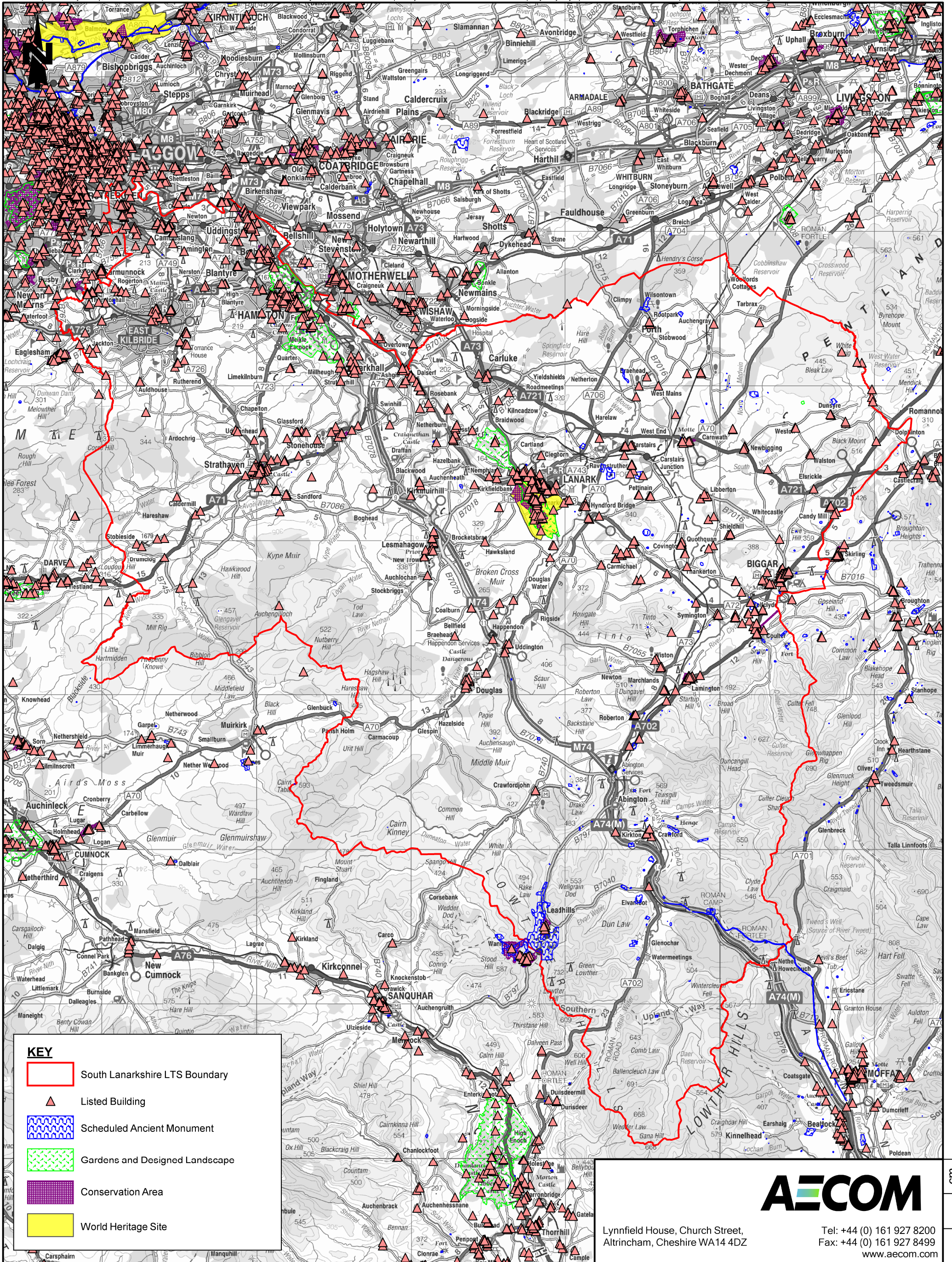
Client: **SOUTH LANARKSHIRE COUNCIL**




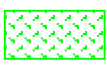

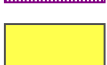
Project: **SOUTH LANARKSHIRE LTS SEA**

Title: **BIODIVERSITY SITES**

Design:	AI	GIS:	AI
Chk'd:	CC	App'd:	NP
Date:	23-01-2012	Scale:	1:225,000 @A3

No. FIGURE 2



KEY	
	South Lanarkshire LTS Boundary
	Listed Building
	Scheduled Ancient Monument
	Gardens and Designed Landscape
	Conservation Area
	World Heritage Site



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Client:	SOUTH LANARKSHIRE COUNCIL
Project:	SOUTH LANARKSHIRE LTS SEA

Title:	CULTURAL HERITAGE SITES
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Design:	AI	GIS:	AI
Chk'd:	CC	App'd:	NP
Date:	23-01-2012	Scale:	1:225,000 @A3
No. FIGURE 3			