



# SEA Statement



Local Transport Strategy  
Strategic Environmental Assessment (SEA)  
SEA Statement

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**Appendix 1** – Copies of the Consultation responses to the Environmental Report from the Consultation Authorities (Historic Scotland, SEPA and SNH)

## 1.0 Introduction

The Moray Council has recently prepared its Second Local Transport Strategy to update the First LTS adopted in 2001. The Second Local Transport Strategy sets out the Council's vision, objectives, and action plans to address transport issues going forward.

Moray council have been working in partnership with key stakeholders and the Community in the development of the second Strategy since 2007. The LTS also reflects a process of ongoing consultation with Statutory Consultees including SNH, Historic Scotland and SEPA.

### ***Local Transport Strategy***

The LTS sets out a clear vision and strategic objectives for transport in Moray and will inform the Council's transport investment for the term of the strategy and beyond.

The development of the LTS has had to consider the key planning and policy documents and changes that have arisen since the publication of the 2001 LTS.

The LTS comprises a number of components (Vision, Key Objectives, Sub-Objectives and Action Plans) and these have been assessed through the SEA Process to ensure that environmental considerations are taken into account and that adverse impacts on environmental assets are avoided and/or mitigated where required.

### 1.1 Strategic Environmental Assessment

The Moray Local Transport Strategy (the Strategy) has been subject to a process of Strategic Environmental Assessment (SEA), as required under the Environmental Assessment (Scotland) Act 2005.

This has included the following activities:

- Taking into account the views of the Scottish Environment Protection Agency, Scottish Natural Heritage and the Scottish Ministers (Historic Scotland) regarding the scope and level of detail that was appropriate for the Environmental Report
- Preparing an Environmental Report on the likely significant effects on the environment of the Strategy which included consideration of:
  - the baseline data relating to the current state of the environment;
  - links between the Strategy and other relevant strategies, policies, plans, programmes and environmental protection objectives;
  - existing environmental problems affecting the Strategy
  - the Strategy's likely significant effects on the environment (positive and negative);
  - measures envisaged for the prevention, reduction and offsetting of any significant adverse effects;
  - an outline of the reasons for rejecting alternatives and selecting the current Strategy
  - monitoring measures to ensure that any unforeseen environmental effects will be identified allowing for appropriate remedial action to be taken.
- Consulting on the Environmental Report

- Taking into account the Environmental Report and the results of consultation in making final decisions regarding the Strategy
- Committing to monitoring the significant environmental effects of the implementation of the Strategy. This will also identify any unforeseen adverse significant environmental effects and enable appropriate remedial action to be taken.

## 1.2 Purpose of this Report

Production of the SEA Statement (this document) is a statutory requirement under Section 18 of the Environmental Assessment (Scotland) Act 2005.

The SEA Statement explains how the Environmental Report and consultations responses, both from statutory consultees and the public, have been taken into account and whether any amendments have made to the Strategy as a result of the responses received.

## 1.3 Key Facts

**Table 1:** Key Facts

<b>Name of Responsible Authority</b>	The Moray Council
<b>Reason for Strategy</b>	Updating current LTS in accordance with Scottish Government guidance.
<b>Strategy Subject</b>	Transportation
<b>Period Covered by Strategy</b>	2010 and beyond
<b>Frequency of Updates</b>	Annual strategic review and full review as required.
<b>Strategy Area</b>	Moray Council local authority administrative area
<b>Strategy Purpose</b>	The LTS Vision seeks to enhance the transport system within Moray region whilst recognising the need to protect environmental assets:  <i>'Excellent connections and accessibility are achieved for Moray through a safe, integrated, reliable and affordable transport system that is inclusive and supports economic development and the needs of local communities whilst safeguarding the environment'</i>
<b>Key Contact</b>	Richard Gerring Senior Engineer (Transport Development) The Moray Council Academy Street Elgin IV30 1LL Tel: 01343 562551

## 1.4 SEA Activity to Date

The development of the LTS has gone through a number of stages to date, with the SEA Statement (this document) being the final step in the process. The timeline for SEA activities undertaken are provided in Table 2.

**Table 2:** Timeline for SEA activities undertaken to date

SEA Activity	Date	Comments
Pre-Scoping Discussions Workshop with Statutory Consultees & Moray Council	6 <sup>th</sup> September 2007	Moray Council held a workshop on the 6 September 2007 to discuss and finalise the Transport Strategy and SEA Objectives. The Strategy vision and objectives were checked to ensure environmental issues are considered at all tiers within the Strategy.
Scoping Report Produced	2 <sup>nd</sup> October 2007	The SEA Scoping Report was produced by Ironside Farrar on behalf of The Moray Council as the Responsible Authority for the Strategy.
SEA Scoping Report Produced	2 <sup>nd</sup> October 2010	SEA Scoping report submitted to the SEA Gateway for the Statutory 35 day consultation period.
Review of Responses to Scoping	On receipt following 35 day consultation on scoping (November 2007)	The Environmental Report reviewed the comments of the Consultation Authorities and stakeholders and these have been addressed in the Environmental Report.
Review of Amendments to the Draft Transport Strategy	March 2010	Ironside Farrar reviewed the changes made to the Draft Local Transport Strategy.
Production of the Draft Environmental Report	March – April 2010	The Draft Local Transport Strategy has been assessed against the SEA Objectives and Indicators. Mitigation, environmental enhancement and monitoring are detailed.
Consultation (Environmental Report)	8 week consultation period 30 April to 25 June 2010	The Consultation Authorities provided a response on the Environmental Report and Draft Local Transport Strategy via the SEA Gateway within the 8 week period of consultation agreed at scoping stage. This consultation also included public consultation.
Adoption	May 2011	The Draft Local Transport Strategy and the Environmental Report have been finalised taking into account the consultation responses. A summary of the changes is provided in the SEA Statement.
Post-Adoption SEA Statement (this document)	June 2011	The SEA Statement (this document) sets out how the consultation responses and the conclusions of the environmental assessment have been taken into account during the development of the Strategy, and any mitigation and/or monitoring required. The monitoring framework and mitigation for environmental impacts of Strategy implementation are included in the Statement.

#### **1.4 Availability of SEA Documents**

The full Moray Council Local Transport Strategy as adopted, along with the Environmental Report and Post-Adoption SEA Statement (this document) may be inspected free of charge at the locations below, or on their website (a paper copy can be made available on request for a reasonable charge) during normal opening hours.

##### **Access Points**

- Buckie Access Point: 13 Cluny Square, Buckie, AB56 1AJ
- Elgin Access Point: Council Offices, High Street, Elgin, Moray, IV30 1BX
- Forres Access Point: Auchernack, High Street, Forres, IV36 1DX
- Keith Access Point: The Institute, 138-140 Mid Street, Keith, AB55 5BJ

**Website:** <http://www.moray.gov.uk>

## 2.0 Alternatives Considered

Alternatives to the current Strategy were considered as part of the iterative Strategy development.

It is a statutory requirement of SEA to consider alternatives to achieve the strategic vision and objectives of the Moray LTS. Section 14(2) of the Environmental Assessment (Scotland) Act 2005 states that *'the report shall identify, describe and evaluate the likely significant effects on the environment of implementing ...b) reasonable alternatives to the plan or programme taking into account the objectives and the geographical scope of the plan or programme'*.

A number of scenarios have been considered during the preparation of the Strategy including a baseline scenario. These Scenarios were developed during stakeholder workshops held in 2007.

The Scenarios included:

- Scenario 1 - Maintain current level of commitment (Baseline)
- Scenario 2 - Do minimum
- Scenario 3 - Focus on Road Safety
- Scenario 4 - Focus on Mode Change
- Scenario 5 - Focus on Main Settlements and Strategic Transport Corridors
- Scenario 6 - Road Based
- Scenario 7 - Integrated Transport – Invest to improve access across modes

It was agreed that overall, a balanced package of measures would provide the most effective policy framework and therefore Scenario 7 (Integrated Transport – Invest to improve across modes) performs best against the different appraisal criteria, as well as meeting the objectives set for local transport and SEA objectives.

### 3.0 Effects of Environmental Considerations & the Environmental Report on the Strategy

The following table summarises the environmental findings of the environmental assessment of the Local Transport Strategy. The assessment concluded that there were no significant adverse effects should the Strategy be adopted.

**Table 3:** Summary of Environmental Assessment of the Strategy

SEA Topic	SEA Objective	Likely Significant Impact?	Comments
Biodiversity & Nature Conservation (Flora & Fauna)	<ul style="list-style-type: none"> <li>To protect natural environment with particular emphasis on protected sites and species (Local, National and European) and to conserve the existing environment through enhancement schemes, mitigation and compensatory measures where necessary.</li> <li>To promote people's enjoyment, understanding and appreciation of the natural heritage need for its protection.</li> </ul>	?/✓	<ul style="list-style-type: none"> <li>There is a commitment within the Strategy to protection of the environment and this is highlighted within the Vision, Objectives and Actions. The assessment of the Strategy has indicated any potential conflicts between the Strategy and the protection and enhancement of biodiversity within Moray – mitigation has been recommended where required. Overall there are no known significant adverse impacts to biodiversity as a result of the Local Transport Strategy. No modifications to the Strategy itself are required. Further assessment of detailed proposals may be required e.g. where there are physical interventions or for large scale infrastructure projects.</li> <li>An Appropriate Assessment of the Strategy with respect to European protected sites has been undertaken and is presented as Appendix 4 of the Environmental Report. There are no likely significant effects resulting from the implementation of the Strategy.</li> <li>The Strategy seeks to promote modal shift and enhanced access to footpath, bridleway and cycle networks that should also improve accessibility to and enjoyment of the outdoors within the Moray region.</li> </ul>
Population & Human Health	<ul style="list-style-type: none"> <li>Promote accessibility, health, and prosperity and quality of life benefits through an integrated and enhanced local transport strategy through sustainable development.</li> </ul>	✓	<ul style="list-style-type: none"> <li>The Strategy seeks to promote modal shift and enhanced access to footpath, bridleway and cycle networks that should also improve accessibility to/ enjoyment of the outdoors within the Moray region.</li> <li>The Strategy will increase accessibility within the region for all user groups and seeks to maximise the integration between transport modes to reduce the need to travel by private car.</li> </ul>



SEA Topic	SEA Objective	Likely Significant Impact?	Comments
Geology & Soils	<ul style="list-style-type: none"> <li>To protect and enhance the quality of the ground environment and promote the sustainable use of local materials and Brownfield sites.</li> </ul>	<p>= Depending on individual schemes taken forward</p>	<ul style="list-style-type: none"> <li>The assessment of the Strategy has not identified any potentially significant impacts. Physical/engineering interventions implemented should seek to reduce land take where possible and route alignment options appraisals should consider impacts on sensitive geological resources use as part of route selection.</li> <li>Further detailed assessment of individual schemes may be required where these involve significant new infrastructure or upgrades in close proximity to sensitive receptors.</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>Minimise land take and impacts on protected sites and/or changes of land use that may have negative impacts to the environment. Promotion of sustainable transport and land use planning.</li> </ul>	<p>= Depending on individual schemes taken forward</p>	<ul style="list-style-type: none"> <li>The assessment of the Strategy has not identified any potentially significant impacts. Physical/engineering interventions implemented should seek to reduce land take where possible and route alignment options appraisals should consider impacts on land use as part of route selection.</li> <li>Further detailed assessment of individual schemes may be required where these involve significant new infrastructure or upgrades in close proximity to sensitive receptors.</li> </ul>
Water	<ul style="list-style-type: none"> <li>To protect and enhance the quality of the water environment within Moray including surface and groundwater features in addition to the North Sea coastline and the protected marine environment of the Moray Firth SAC. Areas designated as floodplains should be maintained to ensure floodwater attenuation is not affected.</li> </ul>	<p>= Depending on individual schemes taken forward</p>	<ul style="list-style-type: none"> <li>The assessment of the Strategy has not identified any potentially significant impacts on the water environment on the assumption that Regulations/SEPA guidelines and best practice are adhered to.</li> <li>Further detailed assessment of individual schemes may be required where these involve significant new infrastructure or upgrades in close proximity to sensitive receptors.</li> </ul>

SEA Topic	SEA Objective	Likely Significant Impact?	Comments
Air Quality	<ul style="list-style-type: none"> <li>To protect and enhance the quality of local air quality in Moray and to ensure that emissions are below National Air Quality Standards and thus air quality objectives are met.</li> </ul>	✓	<ul style="list-style-type: none"> <li>Whilst recognising the peripheral nature of Moray and the higher reliance on private car ownership, the Strategy highlights the importance of modal shift through a number of objectives, sub objectives and actions. These components/commitments of the Strategy will contribute to the governments target to reduce Greenhouse Gas emissions by 80% by 2050.</li> <li>The Strategy includes commitments relative to rail freight and improved facilities at ports and harbours to reduce the level of road transportation across the region.</li> <li>Further detailed assessment of individual schemes may be required where these involve significant new infrastructure or upgrades in close proximity to sensitive receptors.</li> </ul>
Noise & Vibration	<ul style="list-style-type: none"> <li>To minimise noise and vibration nuisance and protect residential properties and sensitive receptors from excessive noise and vibrations levels in the Moray Region</li> </ul>	= Depending on individual schemes taken forward	<ul style="list-style-type: none"> <li>The assessment of the Strategy has not identified any potentially significant noise and vibration impacts. Further detailed assessment of individual schemes may be required where these involve significant new infrastructure or upgrades in close proximity to sensitive receptors.</li> </ul>
Climatic Factors	<ul style="list-style-type: none"> <li>To contribute to a sustainable transport infrastructure to reduce emissions from road and rail, helping to achieve National Targets for reduction in greenhouse gas emissions. Infrastructure proposals should be mindful of the effects of climate change on the network e.g. flooding, landslides etc.</li> </ul>	✓✓✓	<ul style="list-style-type: none"> <li>Whilst recognising the peripheral nature of Moray and the higher reliance on private car ownership, the Strategy highlights the importance of modal shift through a number of objectives, sub objectives and actions. These components/commitments of the Strategy will contribute to the governments target to reduce Greenhouse Gas emissions by 80% by 2050.</li> <li>The Strategy includes commitments relative to rail freight and improved facilities at ports and harbours to reduce the level of road transportation across the region.</li> </ul>

SEA Topic	SEA Objective	Likely Significant Impact?	Comments
Material Assets	<ul style="list-style-type: none"> <li>To improve, integrate and enhance the local transport network in Moray to benefit the economy of the Moray Region whilst maintaining sustainable principles.</li> </ul>	✓✓✓	<ul style="list-style-type: none"> <li>The Strategy has a strong focus on promoting sustainable economic growth through improved connections to the rest of the UK and beyond. Key areas for investment include roads, rail, ports and harbours.</li> <li>The commitment to environmental protection will ensure that any interventions taken forward during implementation of the Strategy minimise environmental impacts and adhere to environmental best practice.</li> </ul>
Cultural Heritage	<ul style="list-style-type: none"> <li>To protect and, where appropriate, enhance the historic environment</li> </ul>	= Depending on individual schemes taken forward	<ul style="list-style-type: none"> <li>The assessment of the Strategy has not identified any potential conflicts between the Strategy and the protection and enhancement of cultural heritage interest within Moray – mitigation has been recommended where this is required at detailed scheme level. Further detailed assessment of individual schemes may be required where these involve significant new infrastructure or upgrades.</li> <li>General mitigation has been recommended in the Environmental Report</li> </ul>
Landscape	<ul style="list-style-type: none"> <li>To protect and, where appropriate, enhance the landscape and visual amenity of the Moray Region.</li> </ul>	= Depending on individual schemes taken forward	<ul style="list-style-type: none"> <li>The assessment of the Strategy has not identified any potential significant conflicts between the Strategy and the protection and enhancement of landscape quality.</li> <li>Further detailed assessment of individual schemes may be required where these involve significant new infrastructure or upgrades.</li> <li>General mitigation has been recommended in the Environmental Report</li> </ul>

Key			
✓✓✓	Significant positive Impact	×	Minor negative environmental impacts
✓✓	Moderate positive environmental impacts	××	Moderate negative environmental impacts
✓	Minor positive environmental impacts	×××	Significant Negative Impact
=	Neutral or No Environmental Impact	?	Uncertain Environmental Impact
		N/A	Not Applicable – no relationship with SEA Objective

## 4.0 CONSULTATION RESPONSES

### 4.1 Consultation Authority Comments and LTS Team Response

The Draft Local Transport Strategy and the supporting Environmental Report was submitted to the Statutory Consultees on the 30<sup>th</sup> April 2010. At the end of the 8 week consultation period, the following responses were received. Table 4 below summarises the responses and how these comments have been taken into account. Copies of the full consultation responses are given as Appendix 1 to this report.

**Table 4:** Summary of Consultation Responses

Key Historic Scotland Comments	LTS Team Response	Amendment?
<b>Assessment of effects</b> on historic environment is not entirely accurate due to use of 'uncertain impact' criteria- it should be possible to anticipate where significant negative and positive effects may arise from specific projects and actions.	We agree that the allocation of 'uncertain impacts' should perhaps be restricted to those projects/actions where it is not possible through professional judgement to determine the likely impacts. This has been noted for future SEA.	Yes Environmental Report amended
<b>SEA Objectives (detailed comment)</b> - HS would advise against using a 'Quality of Life' objective as this is not an environmental protection objective and could be seen as confusing relative to the assessment i.e. objectives which have a positive impact on quality of life can have a detrimental environmental impact.	In the development Plan SEA Moray Council included a catch all "quality of life" objective and its inclusion within the SEA for the Transport Strategy was raised as part of the consultation on the scoping report. Moray Council officers found it very useful to weigh up the positives and negatives and take account of wider factors. We note that the way the assessment was presented may have caused confusion and 'clouded' the assessment process somewhat. Comment will be noted for future SEA and the 'Quality of Life' Objective has been removed from the final Environmental Report (See also SEPA comment below)	Yes Environmental Report amended
<b>Relationship with other PPS</b> – HS were disappointed that a more complete review of relevant PPS was not included within the Environmental Report.	We have taken on board your comment re the importance of the relevant PPS and the guidance contained within steering the SEA Objectives and the overall assessment. This point will be noted for future reference. It is perhaps better to include the detailed review at the scoping stage rather than at Environmental Report stage to also reduce the size of the documentation at this point – we are making an effort to reduce the volume of reporting within Environmental Reports to make them more reader friendly.	Yes Environmental Report amended
<b>Alternatives</b> – HS welcome the approach to assessment of alternatives. Economic	Comment will be noted for future SEA and an explanatory note has been added to the amended Environmental Report to this effect	Yes

Key Historic Scotland Comments	LTS Team Response	Amendment?
and social reasons should not be considered – SEA should focus on environmental implications of a particular alternative.		Environmental Report amended
<b>SEA Assessment Findings</b> – As first point that the Assessment of effects on historic environment is not entirely accurate due to use of ‘uncertain impact’ criteria- it should be possible to anticipate where significant negative and positive effects may arise from specific projects and actions.	We agree that the allocation of ‘uncertain impacts’ should perhaps be restricted to those projects/actions where it is not possible through professional judgement to determine the likely impacts. This has been noted for future SEA. We also note the need to suggest where further assessment / consultation / mitigation and monitoring would be required to ensure that the resource/sensitivity is adequately protected. No retrospective changes to the assessment matrices has been undertaken although a note has been added at the start of the assessment appendices to raise this point and ensure that any potential impacts are identified at individual project level.	No changes made
<b>SEA Assessment Findings</b> – HS suggest scoping out any projects which have already gone through level of assessment e.g. EIA	Comment noted.	No changes made
<b>Appendix 1</b> – Scoping Response summary is helpful.	Comment noted. Ironside Farrar find that this approach helpful to ensure that there is a response for comments / issues raised and that appropriate amendment to the PPS or SEA are implemented.	No changes made

Key SEPA Comments	LTS Team Response	Amendment?
<b>General Comments</b> – SEPA are generally satisfied with the assessments presented and have made limited detailed comments.	Comment noted. Ironside Farrar and the LTS Team at Moray Council appreciated the guidance provided as a result of the SEA and LTS Workshop in 2008 and this did assist in production of the LTS (as revised) and the SEA Environmental Report.	No changes made
<b>Relationship with other PPS</b> – SEPA were disappointed that a more complete review of relevant PPS was not included within the Environmental Report.	We have taken on board your comment in addition to comment from Historic Scotland re the importance of the relevant PPS and the guidance contained within steering the SEA Objectives and the overall assessment. This point will be noted for future reference. It is perhaps better to include the detailed review at the scoping stage rather than at Environmental Report stage to also reduce the size of the documentation at this point – we are making an effort to reduce the volume of reporting within Environmental Reports to make them more reader friendly.	Yes Environmental Report amended

Key SEPA Comments	LTS Team Response	Amendment?
	We note the PPS suggested for inclusion and have revised the Environmental Report to include these.	
<b>Baseline Data</b> – data provided relative to air quality is too basic and should be updated to reflect available data sources for Air Quality Monitoring and trends in air quality for Moray.	Ironsides Farrar welcome the comment re omission and have updated the Environmental Report to include this detail.	Yes Environmental Report amended
<b>SEA Objectives (detailed comment)</b> – SEPA note that the ‘Quality of Life’ objective is not an environmental protection objective and should be removed from the assessment.	In the development Plan SEA Moray Council included a catch all "quality of life" objective and its inclusion within the SEA for the Transport Strategy was raised as part of the consultation on the scoping report. Moray Council officers found it very useful to weigh up the positives and negatives and take account of wider factors. We note that the way the assessment was presented may have caused confusion and ‘clouded’ the assessment process somewhat. Comment will be noted for future SEA and the ‘Quality of Life’ Objective has been removed from the final Environmental Report.	Yes Environmental Report amended
<b>Alternatives</b> – SEPA note that they are generally satisfied with the assessment of alternatives but have made some detailed comments re suggested amendments	Ironsides Farrar welcome the comments and have revised the assessment of alternatives section in light of the comments made.	Yes Environmental Report amended
<b>Assessment of Vision, Objectives, Sub-Objectives and Action Plans</b> – SEPA provided detailed comments on some of the assessments and suggested amendments	We appreciate the detailed review and comments on the assessment matrices. The assessments have been amended to reflect SEPA’s comments – IFL concur with the points raised.	Yes Environmental Report amended
<b>Mitigation</b> - welcome general mitigation included but not clear how it will be implemented.	Mitigation will mostly be in the form of adherence to good practice in terms of construction and through cross compliance with legislation during implementation of actions by The Moray Council. Specific project level assessment will be determined as and when projects are taken forward – Implementation Plans are brought forward annually and submitted for Committee approval – any likely environmental assessment requirements/sensitivities will be established as part of this process.	Yes Environmental Report amended

Key SEPA Comments	LTS Team Response	Amendment?
<p><b>Monitoring</b> – SEPA request that some key points are taken into consideration during production of monitoring framework.</p>	<p>Monitoring will be undertaken by The Moray Council (e.g. Air Quality is monitored by Environmental Health Team) and will likely coincide with the Annual Implementation Plans as this Plan will outline progress to date, any unforeseen issues and benefits seen from LTS implementation from the previous year before outlining the proposed developments for the year ahead. Further detail is provided in the Monitoring Section of this statement.</p>	<p>Yes Environmental Report amended</p>

Key SNH Comments	LTS Team Response	Amendment?
<p>SNH are supporting of the LTS and the Environmental Report and are satisfied that their comments have been taken on board</p>	<p>Comment noted - Ironside Farrar and the LTS Team at Moray Council appreciated the guidance provided by SNH arising from the SEA and LTS Workshop in 2008 and additional assistance on the Appropriate Assessment and Mitigation/Monitoring for natural heritage interests.</p>	<p>No changes made</p>

Community Planning Organisation Development Services	LTS Team Response	Amendment?
<p>Reference to the Climate Change Bill and TMC Carbon Management Plan within the LTS and linkages to SEA and the Scottish Government Guidance on Consideration of Climate Change within SEA (March 2010)</p>	<p>Comment noted – Both Climate Change (Scotland) Act 2009 and The Moray Council, Carbon Management Plan will be added to the LTS. The importance of the Climate Change Act will be highlighted more strongly in the SEA Environmental Report and reference to the Carbon Management Plan will be added. The monitoring of progress towards emission reductions and efficiency savings to be reported on by the CMP will be useful to monitoring of the Strategy.</p>	<p>Yes LTS and Environmental Report amended</p>

#### 4.2 Public Comments

No public comments on the SEA Environmental Report were received. Comments on the LTS and required amendments have been addressed by The Moray Council.

## 5.0 MONITORING MEASURES

The environmental assessment concluded that there were no significant adverse effects should the Local Transport Strategy be adopted and implemented.

Monitoring should be applied based on a common sense approach and within existing regulatory frameworks and cross-compliance. Monitoring is specifically targeted towards aspects of the implementation of the Strategy that could have adverse environmental impacts and therefore much of the monitoring focuses on those components of the Strategy that would involve physical works/engineering requirements.

The majority of monitoring for the SEA objectives is already undertaken by the Council (e.g. Air Quality is monitored by Environmental Health Team) or by other government bodies or agencies.

Further monitoring the impacts of the Moray Local Transport Strategy will be through the processing of planning applications for interventions in consultation with statutory consultees.

### 8.3 Monitoring Timescales

Monitoring will therefore be in line with the annual Implementation Plan to The Moray Council Economic and Infrastructure Services Committee. The Implementation Plan is submitted each year to outline the projects that have been completed under the LTS and the proposed projects for the following year. This approach will ensure that SEA monitoring is fully integrated into the Strategy Implementation and will be undertaken by the appropriate staff within TMC.

**Table 5:** Monitoring Framework

SEA Topic	Monitoring	Monitoring Proposed
Biodiversity and Nature Conservation	As per monitoring for Plan- annual strategic review and full review as required	<ul style="list-style-type: none"> <li>• Number of interventions taken forward under the Plan which would potentially have adverse and beneficial impacts on nature conservation and biodiversity.</li> <li>• All proposed significant (offline and outwith existing settlements and road boundaries) engineering interventions will be discussed with SNH to ensure that there are not potential impacts on protected sites and or species.</li> </ul>
Population and Health	As per monitoring for Plan- annual strategic review and full review as required	<ul style="list-style-type: none"> <li>• Monitoring data to establish trends in modal shift/active travel will be obtained from the Urban Freedom project for Elgin</li> <li>• Number of interventions taken forward under the Strategy where EIA is required.</li> <li>• Road Safety improvements – as reported by Road Safety Plan updates</li> </ul>
Water Quality	As per monitoring for Plan- annual strategic review and full review as	<ul style="list-style-type: none"> <li>• Number of interventions taken forward under the Strategy which would potentially have adverse and/or beneficial impacts on water quality /status</li> <li>• Number of interventions taken forward under the</li> </ul>



SEA Topic	Monitoring	Monitoring Proposed
	required	Strategy that require licensing under the 'The Water Environment (Controlled Activities) (Scotland) Regulations' - CAR Regulations to determine any potential adverse impacts and how these were mitigated.
<b>Air Quality</b>	As per monitoring for Plan- annual strategic review and full review as required	<ul style="list-style-type: none"> <li>• Air Quality Monitoring information to be obtained from Moray Council Environmental Health Officers</li> <li>• Monitoring data to establish trends in modal shift/active travel will be obtained from the Urban Freedom project for Elgin</li> </ul>
<b>Climate Change</b>	As per monitoring for Plan- annual strategic review and full review as required	<ul style="list-style-type: none"> <li>• Number of interventions taken forward under the Strategy where consent has been granted contrary to SEPA or Flood Prevention Authorities advice on Flood Risk.</li> <li>• Interventions taken forward under the Strategy where climate-proofing has been integrated into design e.g. to prevent landslides, flooding, etc</li> <li>• The monitoring of progress towards emission reductions and efficiency savings to be reported on by The Moray Council Carbon Management Plan and will be a useful addition to the monitoring of the LTS</li> </ul>
<b>Cultural Heritage</b>	As per monitoring for Plan- annual strategic review and full review as required	<ul style="list-style-type: none"> <li>• Number of interventions taken forward under the Strategy where there are potential impacts on a site designates for historical environment (SAM, Listed Buildings etc) and consultation has been undertaken with TMC Council Archaeologist and/or Historic Scotland.</li> </ul>
<b>Landscape &amp; Visual</b>	As per monitoring for Plan- annual strategic review and full review as required	<ul style="list-style-type: none"> <li>• Number of interventions taken forward under the Strategy with potential impacts on landscape designations.</li> <li>• Interventions where SNH/Historic Scotland have indicated that landscape and visual impacts would need to be assessed in greater detail</li> </ul>

## 6.0 CONCLUSIONS

The Local Transport Strategy includes a wide range of objectives and actions covering all transport modes, under a vision which seeks to ensure that environmental assets in Moray are protected.

The proposed Strategy will have a positive impact, particularly in relation to factors such as accessibility, road safety, health, and promotion of modal shift and associated activities such as walking and cycling. The Strategy also recognises opportunities and threats relative to existing transport infrastructure and policy and seeks to address these to benefit the economy.

Whilst there are some uncertainties over potential environmental impacts arising from schemes taken forward under the Strategy, the commitment to safeguarding the environment will ensure that impacts at the detailed level are identified and mitigated as required. Further detailed consultation and assessment of schemes which require a level of physical works/engineering or are in proximity to sensitive receptors (watercourses, protected sites and species, local community) will be undertaken as required under cross compliance with environmental regulation and obligations.

***The development of the Strategy has been informed by the SEA process and has taken into account comments provided by the Consultation Authorities (Historic Scotland, SEPA and SNH) in addition to comments from key stakeholders. It is concluded that there are no likely significant adverse environmental impacts that arise from the implementation of the Local Transport Strategy and the Strategy has therefore been adopted.***