



Falkirk Council

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# **Falkirk Active Travel Strategy**

Strategic Environmental Assessment

Environmental Report

Non-Technical Summary



Falkirk Council

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Strategic Environmental Assessment Environmental Report  
Non-Technical Summary

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# Contents

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<b>1</b>	<b>Introduction</b>	<b>4</b>
<b>1.1</b>	<b>Overview</b>	<b>4</b>
<b>1.2</b>	<b>Purpose of the Environmental Report</b>	<b>4</b>
<b>2</b>	<b>Active Travel Strategy</b>	<b>6</b>
<b>3</b>	<b>SEA Methodology</b>	<b>9</b>
<b>3.1</b>	<b>What is SEA?</b>	<b>9</b>
<b>3.2</b>	<b>SEA Methodology</b>	<b>9</b>
<b>3.3</b>	<b>Habitats Regulations Assessment</b>	<b>10</b>
<b>4</b>	<b>Identification of Sustainability Issues and Opportunities and the SEA Framework</b>	<b>11</b>
<b>4.2</b>	<b>SEA Appraisal Framework</b>	<b>11</b>
<b>5</b>	<b>SEA Assessment Findings</b>	<b>13</b>
<b>5.1</b>	<b>Assessment of Policies</b>	<b>13</b>
<b>5.2</b>	<b>Assessment of Policy Alternatives</b>	<b>16</b>
<b>5.3</b>	<b>Assessment of ATS Options</b>	<b>17</b>
<b>5.4</b>	<b>Assessment of Option Alternatives</b>	<b>18</b>
<b>5.5</b>	<b>Findings from other Environmental Assessments</b>	<b>19</b>
<b>6</b>	<b>Cumulative Effects</b>	<b>21</b>
<b>6.1</b>	<b>Introduction</b>	<b>21</b>
<b>6.2</b>	<b>Intra Project Effects</b>	<b>21</b>
<b>6.3</b>	<b>Inter Project Effects</b>	<b>22</b>
<b>7</b>	<b>Mitigation, Monitoring and Recommendations</b>	<b>23</b>

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<b>7.1</b>	<b>Mitigation and Enhancement Measures</b>	<b>23</b>
<b>7.2</b>	<b>Monitoring</b>	<b>28</b>
<b>7.3</b>	<b>Recommendations</b>	<b>30</b>
<b>8</b>	<b>Next Steps</b>	<b>31</b>

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## ***Tables***

Table 5-1 - ATS Policies against SEA Objectives – Overall Summary of Significant and Uncertain Effects	13
Table 5-2 – Summary of Significant and Uncertain Effects – Policy Assessment	15
Table 5-3 - ATS' Options against SEA Objectives – Overall Summary of Significant and Uncertain Effects	17
Table 5-4 - Summary of Significant Effects – ATS Options Assessment	18
Table 5-5 - Overall Impact of all Local Plan Site Alternatives against SEA Objectives	18
Table 7-1 – Mitigation and Enhancement Measures	24
Table 7-2 - Potential Monitoring Measures	28
Table 8-1 – Indicative Local Plan and SEA Timetable	31

# 1 Introduction

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## 1.1 Overview

- 1.1.1 Falkirk Council (“the Council”) has decided to develop an Active Travel Strategy (ATS) that sets out the policy direction of the Council and establishes active travel proposals for future investment. The strategy aligns with the development of a refreshed Local Transport Strategy that prioritises active and sustainable travel through its objectives and policy direction. This Strategy is due to be adopted in Spring 2023, replacing the existing Strategy, which was adopted in 2014.
- 1.1.2 As part of this process WSP UK Ltd (“WSP”) have been appointed to undertake a Strategic Environmental Assessment (SEA) in support of the ATS.

## 1.2 Purpose of the Environmental Report

- 1.2.1 The preparation of the Environmental Report is the third stage of the SEA process. The report summarises the findings of the assessment of the ATS and its options, and alternatives. It sets out mitigation and monitoring measures as well as identifying potential sources of cumulative effects.
- 1.2.2 The Environmental Report includes:
- An overview of the purpose and process for the development of the ATS (**Section 2**);
  - A description of the SEA process and methodology (**Section 3**);
  - A summary of baseline information (current and future), key issues and opportunities and the formation of the SEA Appraisal Framework (**Section 4**);
  - Compatibility of the ATS’ vision and objectives against the SEA Appraisal Framework (**Section 5**);
  - An assessment of the Preferred policies and policy alternatives (**Section 6**);
  - An assessment of the Preferred ATS routes and route alternatives (**Section 7**);
  - An assessment of cumulative effects (**Section 8**);
  - Outline mitigation and enhancement measures (**Section 9**);
  - Monitoring Measures (**Section 9**);



- Recommendations for future changes to the ATS identified throughout the SEA assessment (**Section 10**) and
- Next Steps (**Section 11**).

## 2 Active Travel Strategy

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2.1.1 The vision for the ATS is set out below:

*‘Our vision for the next decade is that our communities are shaped around people, with walking, wheeling or cycling the most popular choice for shorter everyday journeys. Proposed Policies’*

2.1.2 This vision is underpinned by three objectives:

- **Thriving Communities.** As more people walk, cycle and wheel for everyday journeys, they will help to create more sociable and more pleasant communities. Travelling actively will improve health levels for everyone. Connected paths, footways and more ‘eyes on the street’ create safer streets and places for all.
- **Growing Economy.** Making it easier to walk, wheel and cycle will reduce inequalities of access to employment, education, services and leisure. When everyone can move across our communities more easily, they can support local businesses and facilities. This encourages more sustainable economic growth.
- **Sustainable Place.** The shift from private car use to active modes will reduce transport-related carbon emissions and other air pollution. This shift also will allow some of the space currently used for excessive traffic-levels and parking to be used more productively, creating greener and more attractive spaces and places.

2.1.3 In order to achieve these objectives, the Council have identified three key priorities:

- Raising awareness of the importance of walking, wheeling and cycling for wellbeing, cost-of-living, and community.
- Supporting all road users, business owners, and key services to make walking, wheeling and cycling easier, safer, and more welcoming for everyone.
- Investing in new and upgraded infrastructure to create safe spaces for walking, wheeling and cycling.

2.1.4 There are four policies proposed within the ATS:

- Identifying Strategic Routes
- Promoting Thriving High Streets;



- Creating Liveable Neighbourhoods; and
- Embracing Sustainability.

2.1.5 The ATS recognises that there are some groups of people who need additional support to access walking, wheeling and cycling, so the Council has committed to prioritise investment in improving inclusivity accordingly.

2.1.6 The ATS includes a total of 26 proposed route options. The proposed routes options cover four key routes:

- Falkirk Town Centre to Bellsdyke Road
  - Graham Road – A803 to Retail Park / George Street Roundabout
  - Graham Road – Retail Park / George Street Roundabout to Main Street
  - Main Street to Carron Road
  - Carron Road – Main Street to Lidl
  - Carron Road – Lidl to New Carron Road
  - New Carron Road to Carron Roundabout
  - New Carron Road – Carron Roundabout to Bellsdyke Road
- Falkirk Town Centre to Laurieston to Polmont
  - Corporation Street Roundabout to Bellsmeadow Road Roundabout
  - Bellsmeadow Road Roundabout to Callendar Boulevard Roundabout
  - Callendar Boulevard Roundabout to B805 Roundabout
  - B805 Roundabout to Sandy Loan
  - Sandy Loan to Westquarter Avenue
  - A803 – Westquarter Avenue to Salmon Inn Road
  - A803 – Salmon Inn Road to Polmont Park
- Falkirk Town Centre to Hallglen
  - Cow Wynd – Cochrane Avenue to Gartcows Road
  - Glen Brae – Gartcows Road to Slamannan Road
  - Glen Brae To Pedestrian Access to Orkney Place
  - Glen Brae Pedestrian Access to Orknet Place to Hallglen Roundabout

- Camelon to Larbert
  - Stirling Road – A9 Roundabout to Camelon Train Station (Centurion Way)
  - Stirling Road – Camelon Train Station to Larbert Bus Depot
  - Park from Dorrator Bridge to Carronvale Road
  - Carronvale Road to B905
  - B905 – Carronvale Road to Foundry Loan
  - Foundry Loan
  - Old Bellsdyke Road
  - Old Denny Road

2.1.7 The 26 routes include a mix of options including:

- Shared use paths (next to the existing highway or located remotely);
- Unidirectional carriageway level cycle lanes (with and without hard segregation);
- Bi-directional carriageway level cycle lanes (with and without hard segregation);
- Traffic calmed on-carriageway cycling/quiet street; and
- Cycle streets.

## 3 SEA Methodology

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### 3.1 What is SEA?

- 3.1.1 SEA is used to describe the application of environmental assessment to plans and programmes in accordance with European Council Directive 2001/42/EC ‘The SEA Directive’. The SEA Directive is enacted in Scotland through the “Environmental Assessment (Scotland) Act 2005”, known as the ‘SEA Regulations’.
- 3.1.2 The purpose of an SEA is to ensure environmental protection, and to integrate the consideration of the environment into the preparation and adoption of a programme, plan or strategy (PPS), with a view to promoting sustainable development. SEA’s aim to make PPS more sustainable and more responsive to their environmental effects, by identifying significant impacts and ways of minimising its negative effects.

### 3.2 SEA Methodology

- 3.2.1 The SEA process in Scotland has five distinct stages which include:
- Undertaking a Screening (including pre-screening exercise);
  - Production of a Scoping Report, including consultation;
  - Environmental Assessment of the Strategy and reporting on the significant effects;
  - Consultation on the Environmental Report and Strategy (this stage); and
  - Production of a Post-adoption statement.
- 3.2.2 The Environmental Report comprises the assessment of the draft ATS strategy (including the objectives and policies) and the proposed route options, against the SEA Appraisal Framework objectives presented as Table 4.1 below.
- 3.2.3 The Environmental Report also provides an overview of the policy context and environmental baseline conditions that informed the SEA process.
- 3.2.4 Full details on the SEA methodology can be found in **Section 3** of the Environmental Report.

### 3.3 Habitats Regulations Assessment

- 3.3.1 A Habitats Regulations Assessment (HRA) has also been undertaken. This assessment remains separate to the SEA, although the outcomes of the HRA have fed into the assessment of biodiversity and natural capital.
- 3.3.2 A HRA is a four-stage process. The four stages are as follows:
- **Stage 1:** Screening;
  - **Stage 2:** Appropriate Assessment ;
  - **Stage 3:** Assessment of alternative solutions; and
  - **Stage 4:** Assessment where no alternative solutions exist and where adverse impacts remain.
- 3.3.3 The first stage of the Habitats Regulations Assessment (screening) has been undertaken alongside this ER Report. The HRA is driven by separate legislation to the SEA which means the HRA Report will be published separately and not included as an appendix to this ER.
- 3.3.4 Full legislation and methodology for the HRA can be found in **Section 3.4** of the ER Report.

## 4 Identification of Sustainability Issues and Opportunities and the SEA Framework

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- 4.1.1 In January 2023, WSP completed the SEA Scoping Report, which outlined key baseline information (**Appendix A** of the ER Report), identified the key issues for sustainability in Falkirk and identified the future trends which could occur without implementation of the Active Travel Strategy.
- 4.1.2 Following the findings identified at Scoping the Scoping stage, an SEA Appraisal Framework was produced, which was used to guide the assessment process of the plans and strategies. The Scoping Report was issued to the SEA Consultation Authorities (NatureScot, Historic Environment Scotland, and Scottish Environment Protection Agency) and feedback from consultees has been included within the SEA Appraisal Framework.
- 4.1.3 This Appraisal Framework has guided the SEA assessment of the Active Travel Strategy.

### 4.2 SEA Appraisal Framework

#### SEA Objective

- SEA1:** To increase the connectivity and efficiency of Falkirk's active travel network to support demographic changes and improve access for all groups inclusively.
- SEA2:** To protect and enhance both physical and mental health and wellbeing through better access to active travel and encouraging healthy lifestyles.
- SEA3:** To ensure that the active travel schemes are integrated with the existing transport network, increase connectivity and provide seamless travel.
- SEA4:** To ensure that active travel schemes are safe for all users and designed to deter crime and reduce the fear of crime and intimidation.
- SEA5:** To preserve, protect and enhance Falkirk's protected habitats, species, and the provision of ecosystem services from natural capital and contribute to environmental net gain.
- SEA6:** To conserve and enhance the quality of the Falkirk's landscapes and its character and ensure active travel routes promote access to the wider environment.



**SEA7:** To protect, enhance and promote the historic environment, including heritage assets (designated and undesignated) and their settings.

**SEA8:** To increase resilience to the impacts of climate change, including flood risk.

**SEA9:** To support a modal shift and reduce/limit emissions of greenhouse gases and ensure sustainable use of energy.

**SEA10:** To protect and enhance air quality.

**SEA11:** To maintain and enhance water quality.

**SEA12:** To ensure the efficient use of land and promote sustainable use of resources.

**SEA13:** To protect geological and agriculturally important land.

## 5 SEA Assessment Findings

### 5.1 Assessment of Policies

- 5.1.1 Following from the assessment of the compatibility between the vision and objectives of the Falkirk ATS against the SEA objectives, the assessment of the ATS' policies was carried out in relation to the SEA Objectives. A summary of the findings of the assessment of the policies is provided in **Table 5-1** and **Table 5-2** below.
- 5.1.2 It should be noted that the assessment of policies has been standalone assessments, which purely assess the outcome of individual policies. The in-combination effects of policies has been considered within the cumulative effects assessment (**Section 6** of the NTS).
- 5.1.3 Significant effects (including uncertain) have been identified below. The full assessment of policies, including minor and negligible effects, have been identified and presented in the main ER. Further details on the assessment of the ATS policies can be found within **Section 6.1** of the main Environmental Report and **Appendix C** to the ER.

#### Legend

Explanation of symbols / letters	Key
Significant positive effects	++
Minor positive effects	+
Minor negative effects	-
Significant negative effects	--
Uncertain effects	?
Mixed positive and negative effects	+/-
Negligible / No effect	0
Direct effect	D

Explanation of symbols / letters	Key
Indirect effect	I
Local	L
Regional	R
National	N
Reversible	R
Irreversible	I
Temporary	T
Permanent	P
Short Term	ST
Medium Term	MT
Long Term	LT
Not Applicable	N/A

**Table 5-1 - ATS Policies against SEA Objectives – Overall Summary of Significant and Uncertain Effects**

Effect	Nature of Effect	Number of Effects
<b>Significant Positive (++)</b>	Significant Positive	9



Effect	Nature of Effect	Number of Effects
<b>Uncertain (?)</b>	Uncertain	14
<b>Significant Negative (- -)</b>	Significant Negative	0

**Table 5-2 – Summary of Significant and Uncertain Effects – Policy Assessment**

Significance	Summary of Effects
<b>Significant Positive (++)</b>	<ul style="list-style-type: none"> <li>Policies (Identifying Strategic Routes and Creating Liveable Neighbourhoods) that contribute to improving access to services, facilities and transport across Falkirk for all social groups, as well as providing active transport provision for the future population (SEA1).</li> <li>Policies (Identifying Strategic Routes, Promoting Thriving High Streets, and Creating Liveable Neighbourhoods) that develop the connectivity within the Falkirk area, increasing access to services, facilities, and employment. Also promoting the integration of the transport network and a modal shift away from private cars (SEA3).</li> <li>Policies (Identifying Strategic Routes) that contribute to improving the physical safety of active travel routes, as well as the feeling of safety (SEA4).</li> <li>Policies (Embracing Sustainability) that ensure biodiversity net gain and provide opportunities for habitat enhancement and connectivity (SEA5).</li> <li>Policies (Promoting Thriving High Streets) that improve placemaking and enhance the public realm (SEA6).</li> </ul>

Significance	Summary of Effects
	<ul style="list-style-type: none"> <li>• Policies (Promoting Thriving High Streets) that reduce private vehicle use, improving air quality, particularly within AQMAs (SEA10).</li> </ul>
<b>Uncertain (?)</b>	<ul style="list-style-type: none"> <li>• Policies (Identifying Strategic Routes, Promoting Thriving High Streets, and Creating Liveable Neighbourhoods) where effects will largely be determined by individual scheme design and location (SEA7) (SEA8) (SEA11) (SEA12) (SEA13).</li> </ul>
<b>Significant Negative (- -)</b>	<ul style="list-style-type: none"> <li>• No significant negative effects have been identified for any of the ATS policies against SEA objectives.</li> </ul>

## 5.2 Assessment of Policy Alternatives

- 5.2.1 The development of the ATS policies has not at this stage identified any key policy alternatives, so the assessment of policy alternatives has assessed the application of the forthcoming Local Transport Strategy (LTS) without the ATS.
- 5.2.2 Policy alternatives have performed broadly similarly to ATS draft policies by also identifying a number of significant positive effects. This is because the application of many of their LTS' policies will likely offer protection for multiple SEA objectives, particularly in relation to SEA2 (human health), SEA3 (transport and accessibility, and SEA4 (community safety). A number of uncertain effects have also been identified. There are some areas where the LTS is likely to result in development and effects are currently unclear.
- 5.2.3 Overall, the draft ATS has performed better than the alternative i.e. LTS' policies only. This is due to the ATS' consideration of natural resources such as land and biodiversity, as well as the identification for positive development within Falkirk, benefitting factors such as the landscape and heritage assets.
- 5.2.4 Further details on the assessment findings can be found in **Section 6** of the main **SEA Report**.

## 5.3 Assessment of ATS Options

5.3.1 The assessment of proposed ATS Options (26 Options) was carried out in relation to the SEA Objectives. A summary of the findings is detailed in **Table 5-3** and **Table 5-4** below.

5.3.2 Significant and uncertain effects have been identified below. The full assessment of Options, including minor and negligible effects, have been identified and presented in the main ER. Further details on the assessment of the ATS policies can be found within **Section 7.1** of the main Environmental Report and **Appendix D** to the ER.

**Table 5-3 - ATS' Options against SEA Objectives – Overall Summary of Significant and Uncertain Effects**

Effect	Nature of Effect	Number of Effects
<b>Significant Positive (++)</b>	Significant Positive	45
<b>Uncertain (?)</b>	Uncertain	77
<b>Significant Negative (- -)</b>	Significant Negative	0

**Table 5-4 - Summary of Significant Effects – ATS Options Assessment**

Significance	Summary of Effects
<b>Significant Positive (++)</b>	<ul style="list-style-type: none"> <li>Options where walking and cycling are promoted, improving physical health and activity levels within Falkirk. Additionally, these routes promote mental and physical health through promoting access to open space and physical activity (SEA2).</li> <li>Options that encourage a modal shift away from private transportation and encourage active transportation. Also improving accessibility to the local area, as well as the wider area of Falkirk (SEA3).</li> </ul>
<b>Uncertain (?)</b>	<ul style="list-style-type: none"> <li>Options where effects will largely be determined by individual scheme design (SEA8) (SEA11) (SEA12) (SEA13) (SEA6) (SEA4) (SEA1).</li> </ul>
<b>Significant Negative (- -)</b>	<ul style="list-style-type: none"> <li>No significant negative effects have been identified for any of the ATS options against SEA objectives.</li> </ul>

## 5.4 Assessment of Option Alternatives

**Table 5-5 - Overall Impact of all Local Plan Site Alternatives against SEA Objectives**

Effect	Nature of Effect	Number of Effects
<b>Significant Positive (++)</b>	Significant Positive	144
<b>Uncertain (?)</b>	Uncertain	241
<b>Significant Negative (- -)</b>	Significant Negative	0

- 5.4.1 Alternative options have performed broadly similarly to their respective preferred options across the majority of SEA objectives. This is due to the same route location being utilised for both preferred and alternative options.
- 5.4.2 Alternative options have performed worse than preferred options for SEA5 (biodiversity and natural capital) where alternative options have resulted in minor negative effects. This is particularly for alternatives, such as uni-directional stepped cycle track on both sides, that require cycle tracks on both sides of the existing carriageway. These alternatives are likely to require more land take, resulting in negative effects on SEA5 (biodiversity and natural capital).
- 5.4.3 Remote from carriageway shared use path alternative options have resulted in an increased number of uncertain effects, particularly for SEA4 (community safety), SEA5 (biodiversity and natural capital), SEA6 (landscape and townscape), SEA7 (cultural heritage), and SEA13 (protection of land) when compared to their preferred options. These uncertain effects are as a result of uncertainty surrounding the location of the remote from carriageway routes.
- 5.4.4 Alternative options have also resulted in differences in SEA4 (community safety) depending on the nature of the alternative. For example, shared use paths and light segregation alternatives have resulted in mixed positive and negative effects. These effects are attributed to reduced user safety, through interactions between users at different speeds, as well as reduced segregation from the carriageway.

## **5.5 Findings from other Environmental Assessments**

### **Habitats Regulations Assessment**

- 5.5.1 A number of the policies within the ATS were screened out from having any likely significant effects (LSE), as by their nature they are high-level policies focussing on communication and/or funding, with no direct or indirect pathways to result in LSE on the conservation objectives for the qualifying interests of any of the designated sites. In addition, the high-level policies and priorities are considered to be in line with the conservation objectives of the designated sites.
- 5.5.2 The ATS includes policies and preferred options which can lead to, facilitate, or actively require the implementation of lower-tier plans, policies and developments. These plans and developments would in themselves require a HRA under the Habitats Regulations.

5.5.3 As such, it was considered appropriate to defer the assessment of the LSE to a later stage policy or plan, as the later stage proposals for the preferred options and the implementation of the policies will include lower-tier policies or proposals that will require a HRA, and will provide sufficient detail to enable a more meaningful assessment of the LSE on the qualifying species and habitats of the designated sites.

## 6 Cumulative Effects

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### 6.1 Introduction

6.1.1 A cumulative effects assessment was undertaken as part of the ATS' SEA process. This looked at two different types of cumulative effects – intra-project and inter-project. These are defined as follows:

- Consideration of how different proposed ATS policies and options within the Falkirk Council area may interact and cause cumulative effects on a receptor (intra-project effects); and
- How the proposed Falkirk ATS' policies and options could cause cumulative effects in association with other plans, policies and projects in the surrounding area (inter-Projects Effects).

### 6.2 Intra Project Effects

6.2.1 The proposed policies and options within the ATS resulted in the following intra-project cumulative effects. Further details on the assessment of the inter-project cumulative effects can be found within **Section 8.2** of the main **SEA Report**.

6.2.2 Positive effects have largely been identified for SEA objectives where policies contribute to improving the current status of Falkirk, for example, improving the landscape and placemaking, improving health, reducing GHGs, or providing additional community infrastructure. Positive effects were identified for SEA1 (population and equalities), SEA2 (human health), SEA3 (transport and accessibility), SEA4 (community safety), SEA6 (landscape and townscape), SEA9 (greenhouse gases), and SEA10 (air quality).

6.2.3 Negative effects have not been identified for any SEA objective with relation to the inter-project effects from ATS policies and options.

6.2.4 Mixed positive and negative effects were identified for SEA4 (community safety), SEA5 (biodiversity and natural capital), SEA6 (landscape and townscape), SEA7 (cultural heritage), SEA8 (climate resilience) SEA9 (greenhouse gases), SEA10 (air quality), SEA11 (water environment), SEA12 (efficient use of resources) and SEA13 (protection of land).

## 6.3 Inter Project Effects

- 6.3.1 An assessment of the potential cumulative effects of the ATS in association with other plans, policies and projects in the surrounding area was completed, looking at the potential impacts at a strategic level. Further details on the assessment of the inter-project cumulative effects can be found within **Section 8.3** of the main **SEA Report**.
- 6.3.2 The following plans were considered:
- Scotland's Railway Delivery Strategy;
  - Transport Scotland, Active Travel Framework;
  - Scottish Government, National Transport Strategy Delivery Strategy 2022-2023;
  - Falkirk Local Development Plan 3;
  - Neighbouring Active Travel Strategies (detailed within **Section 8.3** of the main **SEA Report**); and
  - Neighbouring Local Transport Strategies, Local Strategies and Development Strategies (detailed within **Section 8.3** of the main **SEA Report**).
- 6.3.3 Potential positive effects were identified for SEA1 (population and equalities), SEA2 (human health), SEA3 (transport and accessibility), SEA4 (community safety), and SEA10 (air quality).
- 6.3.4 Potential mixed positive and negative effects were identified for SEA2 (human health), SEA5 (biodiversity and natural capital), SEA6 (landscape and townscape), SEA7 (cultural heritage), SEA8 (climate resilience), SEA9 (greenhouse gases), SEA10 (air quality), SEA11 (water environment), SEA12 (efficient use of resources), and SEA13 (protection of land). Potential negative effects were identified only for SEA6 (landscape and townscape).



## 7 Mitigation, Monitoring and Recommendations

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### 7.1 Mitigation and Enhancement Measures

- 7.1.1 Mitigation of significant negative effects of the ATS and enhancement of positive effects are a key purpose of SEA. The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment of implementing the ATS.
- 7.1.2 Proposed mitigation and enhancement measures have been set out in **Table 7-1** below.

**Table 7-1 – Mitigation and Enhancement Measures**

SEA Objective	Mitigation/Enhancement	Mechanism	Lead Authority
SEA5: Biodiversity and Natural Capital SEA6: Landscape and Townscape SEA7: Cultural Heritage SEA12: Efficient use of Resources SEA13: Protection of Land	In order to maximise sustainability benefits, transport interventions must commit to biodiversity net gain and make use of the natural capital approach to ensure environmental net gain over and above that of decarbonisation.  Development should avoid removing any habitats associated with green verges and should consider incorporating small scale green infrastructure.  Where practicable, land take from green belt or high value land should be minimised.	Embedded into all ATS policies and narrative  Project level design and assessment	Falkirk Council
SEA5: Biodiversity and Natural Capital SEA13: Protection of Land	Interventions should aim to minimise soil disturbance and to retain as many ecosystem services as possible through careful soil management during the construction process.	Project level design and assessment	Falkirk Council
SEA5: Biodiversity and Natural Capital SEA6: Landscape and Townscape	Interventions should consider impacts on international, national and local important sites (including sites such as SACs, AONBs, SSSIs and local nature reserves). This includes the potential impacts of noise, air and light pollution.	Project level design and assessment	Falkirk Council
SEA5: Biodiversity and Natural Capital SEA2: Human Health SEA6: Landscape and Townscape	The incorporation of natural features such as tree planting, hedgerows and wildflower planting along walk/cycleways to enhance connections to nature and reduced stress levels, contributing to mental health and wellbeing benefits.  Infrastructure schemes should incorporate design measures to lessen the impact on biodiversity and ensure biodiversity net gain.  Where a transport project is likely to have a significant effect on the natural environment the avoidance-mitigation-compensation hierarchy applies, for example, less damaging alternatives should be sought with regards impacts to high value ecological and landscape receptors.	Project levels biodiversity net gain assessment	Falkirk Council

SEA Objective	Mitigation/Enhancement	Mechanism	Lead Authority
SEA8: Climate Resilience SEA12: Efficient use of Resources SEA13: Protection of Land SEA11: Water Quality	<p>All interventions should consider climate change resilience and adaptation from early design.</p> <p>Any form of construction and operation should be undertaken as sustainably as possible, making use of tools and processes, such as circular economy, waste hierarchy, CEEQUAL and BREEAM.</p> <p>Sustainable design and construction techniques should be promoted such as low energy lighting and low noise road surfaces.</p> <p>Where land take is required, preference should be given to brownfield land/ previously developed land and avoidance of the best and valuable land.</p>	<p>Policy and option development</p> <p>Project level design and assessment</p>	<p>Falkirk Council</p>

SEA Objective	Mitigation/Enhancement	Mechanism	Lead Authority
<p>SEA6: Landscape and Townscape</p> <p>SEA7: Cultural Heritage</p>	<p>Transport solutions must seek to maximise sustainability benefits from existing landscape, townscape and heritage assets by valuing them inherently and for the wider services they provide.</p> <p>Promoters and designers should liaise closely with Falkirk Council and Historic Environment Scotland to avoid or minimise negative impacts, such as land take and light pollution, whilst seeking to maximise benefits, such as tranquillity. This is particularly notable for those interventions in close proximity to protected heritage assets, such as the Antonine Wall World Heritage Site and scheduled monument.</p> <p>Where transport infrastructure is being built and/or improved within, or within the zone of influence of a designated landscape, a landscape and visual impacts assessment should be undertaken to determine magnitude of impact and possible mitigation.</p> <p>Infrastructure should be sensitively designed to avoid any adverse effects on the surrounding landscape and townscape. View across the bridge over the river Carron should be protected and enhanced.</p> <p>Consideration should be given to ensure that routes are carefully designed in order to ensure that they do not detract from the unique setting of heritage assets such as listed buildings, and scheduled monuments, and the Antonine Wall World Heritage Site.</p>	<p>Historic Landscape Characterisation</p> <p>Project level design and assessment</p> <p>Landscape and Visual Impact Assessment</p>	<p>Falkirk Council</p>
<p>SEA1: Population and Equalities</p>	<p>Design of routes should take into account the measures set out in the Department for Transport's (DfT) Cycle Infrastructure Design Local Transport Note 1/20 [online] Available at: <a href="#">Cycle Infrastructure Design Local Transport</a>, to ensure that the route is accessible to all users.</p>	<p>Protect level design and Equality Impact Assessment (EqIA) assessment</p>	<p>Falkirk Council</p>
<p>SEA3: Transport and Accessibility</p>	<p>Routes could identify opportunities to link with Falkirk Grahamston Railway Station, to form an interchange hub, to encourage seamless integration of transport modes. This could also include electric bike hire.</p>	<p>Project level design and assessment</p>	<p>Falkirk Council</p>

SEA Objective	Mitigation/Enhancement	Mechanism	Lead Authority
SEA4: Community Safety	Clear signage, use of tactile paving and segregation should be considered to reduce conflicts between users. Use of rumble strips and speedbumps may also help to reduce speeds of cyclists, making the route safer for all users.	Project level design and assessment Protect level community safety assessment and EqIA	Falkirk Council
SEA8: Climate Resilience	Consideration should be given to flood risk within design and include suitable drainage measures to minimise flood risk in the area.	Flood Risk Assessment Project level design and assessment	Falkirk Council
SEA9: Greenhouse Gases (GHGs) SEA10: Air Quality	Create a construction management plan to prepare and limit the effects that construction will have on the area.	Construction Environmental Management Plan (CEMP)	Falkirk Council
SEA11: Water Quality	Design should consider incorporating drainage measures, specifically SuDS, to minimise flood risk along the route.	Project level design and assessment	Falkirk Council

## 7.2 Monitoring

7.2.1 The aim of monitoring is to check whether the plan is having the significant effects that were predicted in the SEA, and to deal with any unforeseen problems.

7.2.2 Despite mitigation measures some residual uncertain and significant negative effects have remained which may require monitoring. These are as follows:

- SEA1: The potential for routes to be inaccessible to disabled users;
- SEA5: The potential loss and fragmentation of habitats, natural capital and ecosystem services;
- SEA6: The potential loss of land and visual amenity;
- SEA7: The potential degradation of the historic environment;
- SEA11: The potential for increased flood risk along routes;
- SEA12: The potential waste of materials and resources; and
- SEA12/13: The loss of land and efficient use of resources.

7.2.3 **Table 7-2** below sets out those monitoring measures which would be suitable in monitoring those uncertain residual effects outlined above.

**Table 7-2 - Potential Monitoring Measures**

Potential Effects	Potential Indicators	Targets
<b>SEA1:</b> The potential for routes to be inaccessible to disabled users	Width of cycle ways User statistics on routes	For all user groups to access proposed routes and to meet industry best practice standards
<b>SEA5:</b> The potential loss and fragmentation of habitats, natural capital and ecosystem services	Biodiversity Net Gain from developments (measured using the Biodiversity Metric or Small Sites Metric for small development sites)	For all relevant developments to deliver a minimum of 20% Biodiversity Net Gain

Potential Effects	Potential Indicators	Targets
<b>SEA5:</b> Potential negative effects from the loss of ancient woodland from proposed developments	Percentage loss of ancient woodland from all developments	No net loss in ancient woodland
<b>SEA7:</b> Potential negative effects from new developments on heritage assets	Increases in visitor numbers to heritage assets.	The number of heritage assets (statutory and non-statutory) benefiting from conservation and enhancement measures as a result of the ATS.
<b>SEA8:</b> The potential for increased flood risk along routes	<p>Number of interventions supported by a flood risk assessment.</p> <p>The number of schemes located within flood risk areas.</p> <p>Number of interventions adopting climate change resilience and adaptation within designs.</p>	The number of developments benefiting from flood protection.
<b>SEA12:</b> The potential waste of materials and resources	The number of interventions which incorporate waste saving initiatives, such as re-using materials as part of the design.	All schemes to promote circular economy principles and utilise sustainable materials where possible.

## 7.3 Recommendations

- 7.3.1 The ER outlines recommendations identified throughout the SEA assessment. These have been taken from the SEA Report and HRA. It should be noted that these are different from the mitigation measures as they focus on potential changes to the ATS, rather than measures identified in response significant effects.
- 7.3.2 These changes will be considered by Falkirk Council during the preparation of the preferred strategy for Regulation 19 consultation.
- 7.3.3 The full list of recommendations can be found in **Section 10** of the ER.



## 8 Next Steps

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- 8.1.1 Falkirk Council is seeking the views of statutory bodies, on the outcomes of the SEA. Consultation at this stage continues to ensure that the SEA provides a robust assessment of the ATS.
- 8.1.2 An indicative timetable of the remaining stages of the SEA and ATS have been included in **Table 8-1** below.

**Table 8-1 – Indicative Local Plan and SEA Timetable**

SEA / ATS Stages	Timescales
SA Report Consultation	To be confirmed
SEA Post Adoption Statement	To be confirmed

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