



The New Regional Transport Strategy for Strathclyde

**Draft Case for Change
SEA Environmental Report**

On behalf of the
Strathclyde Partnership for Transport



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1 Introduction

1.1 Background

The New Regional Transport Strategy

- 1.1.1 Stantec UK Ltd (Stantec) has been commissioned by Strathclyde Partnership for Transport (SPT), the Regional Transport Partnership (RTP) for the West of Scotland, to support the preparation of the new Regional Transport Strategy for Strathclyde ('the RTS'). The RTS will set out a new long-term vision for transport across the region for the period up to 2045. It is intended that the RTS will underpin a more sustainable and growing economy, enable a healthier and more inclusive society, and reduce the impact of transport on the environment.
- 1.1.2 Working collaboratively with Stantec, SPT has produced a draft Case for Change Report ('the Case for Change') to underpin the preparation of the new RTS. The Case for Change seeks input and views from stakeholders on the type and level of change needed in the transport system of the west of Scotland to inform the development of the final strategy.
- 1.1.3 The Change for Change Report sets out a proposed strategic framework including a new Vision, Priorities and Targets designed to help drive the change required to respond to the wider policy context and challenges to achieve a more sustainable, equitable and healthier transport system for all. The report identifies the transport challenges, identified as 'Key Issues', that the RTS needs to help tackle and the objectives for the new strategy. Also included in the Case for Change is an Options Long-List designed to achieve the Vision and Objectives. This forms part of a multi-stage appraisal and strategy development process which will include a future consultation on the full Draft RTS.

Strategic Environmental Assessment (SEA)

- 1.1.4 The Environmental Assessment (Scotland) Act 2005 ('the 2005 Act') requires Responsible Authorities, including RTPs such as SPT, to assess the likely significant effects on the environment of implementing relevant and qualifying plans and programmes, as defined within the Act. This assessment must also examine the likely significant effects of implementing reasonable alternatives to the plan or programme under consideration. The assessment is carried out by following a staged process of reporting known as Strategic Environmental Assessment (SEA).
- 1.1.5 The SEA process is being undertaken from the outset in tandem with the development of the emerging RTS to allow key environmental issues to inform the content of the RTS. This SEA Commentary accompanies the RTS Case for Change Report and builds upon an earlier RTS SEA Scoping Report (PBA, October 2018) ('the SEA Scoping Report'), which was consulted on with SEA Consultation Authorities¹ from October – November 2018. The SEA Scoping Report set out a proposed SEA Framework (final version included in **Appendix A**) and methodology to underpin all future stages of the SEA.

1.2 Purpose and Objectives

- 1.2.1 This report has been prepared by Stantec to assess the extent to which the Case for Change Report addresses relevant environmental issues. In doing so, this report responds to relevant statutory requirements², considers the development of the emerging RTS to date and presents

¹ NatureScot (formerly Scottish Natural Heritage), the Scottish Environmental Protection Agency (SEPA) and Historic Environment Scotland (HES)

² In accordance with Section 14 of the Environmental Assessment (Scotland) Act 2005, this report acts as a statutory Environmental Report insofar as required to accompany each substantive component of the emerging RTS which is subject to public consultation.

an initial assessment of likely significant effects from the proposed RTS Vision, Priorities and Objectives and the Options Long-List. This forms the second part in a multi-stage SEA that will be carried out to assess the likely significant environmental effects from the emerging RTS throughout its development.

1.2.2 The objectives of this report are to:

- Assess the coverage of key environmental issues, as previously identified through SEA Scoping, in the 'key issues' and proposed RTS objectives set out within the Case for Change Report;
- Assess the extent to which the proposed RTS Vision, Objectives and Options Long-List address identified key environmental issues with reference to the 2005 Act. Whilst the high level nature of the Case for Change Report precludes the identification of likely significant effects at this stage, the assessment includes testing the compatibility of the proposed RTS Vision and Objectives with a suite of 'SEA Objectives' developed at Scoping stage to underpin the SEA process;
- Provide an initial assessment of the Options Long-List to demonstrate that it comprises 'potentially reasonable alternative options' aligned with the proposed RTS Objectives and to highlight any likely environmental impacts which can be identified at this early stage; and,
- Contribute to the on-going SEA process for the emerging RTS.

1.2.3 This report is structured as follows:

- **Section 2 – Approach to SEA:** provides an overview of the SEA being undertaken in respect of the emerging RTS;
- **Section 3 – Assessment:** assesses the coverage of key environmental issues within the 'key issues' as set out in the Case for Change Report and assesses the compatibility of the proposed RTS Vision, Priorities, Targets, Priorities and the Options Long-List with the RTS SEA Framework; and,
- **Section 4 – Recommendation and Next Steps:** builds upon **Section 3** to set out specific recommendations to be addressed at the next stage of the RTS development process. These seek to ensure the avoidance of likely significant adverse environmental effects and improve the effectiveness of the emerging RTS.

2 Approach to Strategic Environmental Assessment

2.1 Overview

2.1.1 This report builds on a SEA Scoping Report (PBA, now Stantec, October 2018) which was subject to consultation with the SEA Consultation Bodies between October – November 2018 in accordance with Section 15 of the 2005 Act. The Scoping Report:

- Sought the views of the SEA Consultation Authorities on the proposed scope, methodology and level of detail required in undertaking a legally compliant SEA of the emerging RTS;
- Took account of the information requirements for Environmental Reports (ER) contained in Schedule 3 to the 2005 Act (where relevant), including through providing detailed baseline and policy reviews in appendices A and B respectively³;
- Set out an evidence-based SEA Framework, comprising a set of 10 linked SEA Objectives and associated guide questions and criteria, for use in assessing the likely significant environmental effects of the emerging RTS; and,
- Outlined the proposed methodology to assess the likely significant environmental effects of the emerging RTS throughout its development.

2.1.2 Having regard to all consultation responses provided in respect of the SEA Scoping Report and taking account of relevant policy developments in the interim⁴, in overall terms of the proposed SEA Framework and proposed assessment methodology are considered to remain valid. However, the scope of the SEA Framework has been refined in response to comments provided by the SEA Consultation Authorities, with greater focus now included regarding:

- Implementation of Air Quality Action Plans; and,
- Consideration of undesignated heritage assets and the wider historic environment.

2.1.3 The updated SEA Framework is provided in **Appendix A** and has been used in this assessment of the Case for Change Report. Full details of how all comments received from the SEA Consultation Authorities have been taken account of in the SEA process will be documented within the ER that will accompany the Draft RTS in due course.

2.2 Assessment of Case for Change Report

Methodology

2.2.1 Prior to the settled version of the Case for Change Report being formally assessed, the project team undertook a critical friend review (Autumn 2019) to identify and resolve any key issues and uncertainties within the emerging content of the report as drafted at that time. Informal

³ In accordance with Sections 14(c) and (d) of the 2005 Act, it is not considered necessary or proportionate to append detailed baseline and policy reviews to this short Environmental Report. Instead, the key environmental and policy issues arising from reviewing baseline environmental characteristics and the relationship of the emerging RTS with other relevant plans and programmes are summarised in **Section 3** below. In accordance with the 2005 Act, updated environmental baseline and policy reviews will be included in the full Environmental Report (ER) that will be prepared to accompany the full Draft RTS in due course.

⁴ Including the publication of the *National Transport Strategy 2* (Scottish Government, February 2020).

advice was provided to SPT officers to allow these reviews to inform the final Case for Change Report. This advice focused on:

- Ensuring the proposed RTS Vision responds to the statutory requirements and remit for the preparation of the RTS, by grounding the Vision in transport terms rather than adopting a broader placemaking approach;
- Recasting proposed RTS Strategic Aims and Objectives to remove duplication and enhance their clarity; and
- Strengthening the focus on both climate change and local air quality as separate but linked key issues which the new RTS should address.

2.2.2 The high-level nature of Case for Change Report precludes the identification of specific likely significant environmental effects. The assessment has therefore focused more generally on:

- Examining the coverage of key environmental issues, as identified through the SEA Scoping process, within the 'key issues', proposed RTS objectives and Options Long-List set out identified within the Case for Change Report; and,
- Assessing the extent to which the proposed RTS Vision, Objectives and Options Long-List address key environmental issues and thus the ability of the emerging RTS to tackle such issues. This includes testing the compatibility of the proposed RTS Vision and Objectives and Options Long-List with the SEA Framework (**Appendix A**).

2.2.3 Through the assessment, opportunities to improve the coverage of key environmental issues and policy drivers and enhance the ability of the emerging RTS to tackle such challenges have been identified. These recommendations (**Section 4**) should be addressed as the emerging RTS is developed; for the avoidance of doubt, no changes are considered necessary within the current Case for Change Report specifically to address the requirements of the 2005 Act.

Consideration of Reasonable Alternatives

2.2.4 The 2005 Act requires the likely significant effects of implementing a plan or programme (i.e. the emerging RTS) and reasonable alternatives to be examined, as well as the rationale for identifying reasonable alternatives to be described. The 2005 Act further states that to be considered as reasonable alternatives, options must relate to the plan or programmes' corresponding objectives and geographical scope. To be eligible for consideration in this SEA process, reasonable alternatives must therefore be:

- Realistic, in that they are plausible alternatives which could be implemented instead of proposals within the emerging RTS and are consistent with relevant national and other policy frameworks;
- Related to the objectives of the emerging RTS; and,
- Within the geographical scope of the emerging RTS, i.e. any reasonable alternatives would need to related to the distribution characteristics of future development within SPT region.

2.2.5 SEA reporting needs to demonstrate how all reasonable alternative options for all substantive components within an emerging plan have been identified and iteratively assessed in a timely manner. Owing to the strategic nature of the Case for Change, at this stage it has not been possible to identify any reasonable alternatives to the substantive components proposed within the document:

- Any potential reasonable alternatives must relate to the objectives of the plan under consideration, so no reasonable alternatives to the proposed RTS Vision or Objectives

could be identified as any alternatives would fundamentally change the strategic direction of the emerging RTS.

- A long-list of potential transport options ('the Options Long-List;') has been defined by SPT for potential inclusion in the emerging RTS to achieve the proposed RTS Vision and Objectives. In accordance with SEA caselaw, all implementation components within an emerging plan themselves need to constitute reasonable options to implement the purpose of the plan, i.e. to achieve proposed RTS Objectives. An initial assessment of the Options Long-List has therefore been carried out to demonstrate that all initially identified options are themselves reasonable and that no potentially reasonable alternatives have been excluded from consideration at this stage. The consultation period provides the opportunities for the identification of further options. The reasonableness of any options received will be reviewed. Further development, sifting, testing and assessment of individual options will follow to inform preparation of the emerging RTS.

3 Assessment

3.1 Introduction

3.1.1 This section assesses the coverage of key environmental issues within all substantive components set out in the Case for Change Report.

3.2 Coverage of Key Environmental Issues

Key Environmental Issues and Policy Requirements

3.2.1 In accordance with Section 14(3) of the 2005 Act, appendices A and B of the SEA Scoping Report (PBA, October 2018) presented detailed baseline and policy reviews to identify the key environmental issues and policy requirements which should be addressed in the new RTS. These were summarised in **Section 3** of the SEA Scoping Report with reference to the 13 environmental factors ('the SEA topics') prescribed in Schedule 3 of the 2005 Act.

3.2.2 Responses received from the SEA Consultation Authorities to the SEA Scoping Report and from initial engagement with other stakeholders have been reviewed and considered in the preparation of the Case for Change. Policy developments in the interim have also helped to shape the Case for Change, including publication of the National Transport Strategy 2 (NTS2) (Scottish Government, February 2020) which has a strong focus on responding to the climate emergency declared by the Scottish Government (2019) and tackling inequalities.

3.2.3 Scotland's NTS2 provides the national transport policy framework and sets out four interlinked national priorities: Reduces Inequalities; Takes Climate Action; Helps Deliver Inclusive Economic Growth; and Improves our Health and Wellbeing, and 12 outcomes that underpin a new vision for transport in Scotland. The RTS should deliver regional actions that contribute to meeting the national priorities and outcomes.

3.2.4 NTS2 covers provisions to address key environmental issues:

- In a bid to reduce transport inequalities NTS2 recognises that transport plays an important role in delivering a fully inclusive society and transport actions can reduce poverty by providing fair access to services and ensuring disadvantaged communities and individuals have fair access to the services they need. The transport system should be easy to use for all recognising people have different needs and capabilities and accounting for these differences in service provision and developing a transport system with as few barriers as possible. When it comes to reducing inequalities, affordability is recognised as a key consideration and NTS2 sets out that the transport system will not exclude people from mobility by making it unaffordable.
- With regards to climate NTS2 sets out the transport system will help to deliver Scotland's net-zero by 2045 target as per the ambitions of the Climate Change Act. The transport system will adapt to remain resilient and reduce the harmful effects of climate change on future generations and the transport system will be designed so that walking, cycling and public and shared transport take precedence ahead of private car use.
- NTS2 recognises health and wellbeing as important to transport and according to it, Scotland's transport system will be safe and enable a healthy, active and fit nation by delivering a system that is safe and secure and allows people to make active travel choices to improve both their physical and mental wellbeing and to seek to reduce health inequalities. Improving the transport system will make communities better places to live by making them cleaner, greener and sustainable places and networks will encourage walking, wheeling and cycling which will in turn deliver more social interaction support local businesses and services and create vibrant communities.

- NTS2 notes that the aim for economic growth must be inclusive with opportunities for all to participate and benefit that growth must not have adverse impacts on climate or affect people's health through poorer air quality.

3.2.5 Having regard to all consultation responses and policy developments in the interim since SEA Scoping, an updated suite of key environmental issues and policy requirements for the emerging RTS is presented in **Tables 3.1** and **3.2** below. These issues and requirements should be reflected within the emerging RTS and taken account of in the associated SEA. It should be noted that whilst key population and health issues need to be addressed in the SEA, these are also considered where relevant in the implementation of applicable equalities duties (refer to separate **Case for Change Equalities Duties Report**).

Table 3.1: RTS Key Environmental Issues

| SEA Topic | Key Environmental Issues - <i>The new RTS should...</i> |
|---|---|
| Biodiversity, Flora & Fauna | <p>Conserve and enhance biodiversity interests including sites designated for their ecological importance.</p> <p>Maintain, restore and expand valued habitats and to safeguard protected species.</p> <p>Protect and enhance green infrastructure assets.</p> |
| Population (including relevant socio-economic issues) | <p>Conform with and support the implementation of current and emerging relevant national policies, in particular NTS2⁵ and the Strategic Transport Projects Review (STPR) 2.</p> <p>Align with and support the implementation of current and emerging statutory Development Plans and other relevant regional and local policies applicable to the SPT region.</p> <p>Develop an integrated and efficient transport system which meets identified needs and supports projected population growth whilst effectively managing travel demand.</p> <p>Support the growth of key economic sectors and to deliver sustainable and inclusive economic growth.</p> <p>Tackle deprivation and severance and to improve access to key amenities and economic opportunities for all demographic groups and communities. This includes a specific need to improve access for disabled people.</p> |
| Health | <p>Protect the health and wellbeing of resident and workplace populations.</p> <p>Promote healthy and active lifestyles to help in reducing obesity levels.</p> <p>Protect and enhance access to high quality open space provision.</p> <p>Protect and enhance access for all to healthcare, community and leisure facilities.</p> |

⁵ The Draft NTS2 was consulted on from July - October 2019, with the finalised NTS2 published by the Scottish Ministers in February 2020.

| | |
|--------------------------------|---|
| Soil | <p>Prioritise the redevelopment of previously developed (brownfield) land.</p> <p>Protect sites designated for their geological interest.</p> <p>Protect prime / best and most versatile agricultural land across the SPT region.</p> <p>Safeguard soil resources</p> |
| Water | <p>Protect and enhance the quality of water sources and the water environment.</p> <p>Locate new development including transport infrastructure away from areas of flood risk, and for such infrastructure to be resilient to flooding (and adverse weather more widely).</p> |
| Air Quality & Climatic Factors | <p>Tackle poor air quality, particularly within existing Air Quality Management Areas (AQMAs), and to improve air quality for the benefit of human health and the environment.</p> <p>Mitigate climate change including through promoting sustainable land use patterns and the decarbonisation of the transport sector.</p> <p>Ensure that new development, including transport infrastructure and facilities, is resilient to adverse weather and adaptable to the effects of climate change.</p> |
| Material Assets | <p>Promote the efficient use of natural resources, including moving towards a low carbon and circular economy.</p> <p>Make the best and most efficient use of existing infrastructure and available land.</p> <p>Maintain and enhance the security and safety of transport infrastructure.</p> |
| Cultural Heritage | <p>Preserve, protect and enhance (as appropriate) cultural heritage assets (including archaeological resources and undesignated sites) and their settings.</p> |
| Landscape | <p>Conserve and enhance landscape character and to protect visual amenity.</p> |

Table 3.2: RTS Policy Requirements

| SEA Topic | Key Policy Requirements |
|---|--|
| Biodiversity, Flora & Fauna | <p>Ensure the avoidance of likely significant adverse effects on sites designated at international and national levels for reasons of biodiversity conservation or ecological importance.</p> <p>Minimise and appropriately mitigate likely adverse effects on sites designated at the local level for their ecological importance.</p> |
| Population (including relevant socio-economic issues) | <p>Align with relevant existing and emerging policies and proposals within relevant national, regional and local plans and strategies. In particular, the emerging RTS must support the delivery of the NTS2 and the STPR2, the approved Clydeplan Strategic Development Plan (SDP), emerging Regional Spatial Strategies and adopted and emerging LDPs within the SPT region.</p> <p>Provide a strategic framework (including identification of transport problems, issues, opportunities, vision, objectives, policies and proposals) to underpin the development of new Local Transport Strategies (LTS) by constituent local authorities.</p> <p>Underpin the development of a safe, secure, efficient, reliable and integrated transport system across the SPT region.</p> <p>Support improvements in journey times and connectivity to and from key destinations.</p> <p>Improve the accessibility of the transport system and the provision of a range of transport modes to meet identified population and economic needs.</p> <p>Ensure that transport is accessible to all and does not contribute to social exclusion or disadvantage, whether through severance or unaffordability.</p> <p>Encourage measures that reduce the need to travel and allow communities in different locations to flourish.</p> <p>Enable the efficient, effective and sustainable movement of people and freight to increase economic productivity, competitiveness and opportunities for all.</p> |
| Health | <p>Minimise the amenity impacts of transport, including in terms of reducing noise and vibration;</p> |

| SEA Topic | Key Policy Requirements |
|--------------------------------|---|
| | <p>Seek to protect and enhance the health and wellbeing of the resident and working population, including through facilitating access to healthcare, safeguarding physical health and providing opportunities to enhance mental health and social wellbeing.</p> <p>Ensure the avoidance of unacceptable health impacts from transport, in particular impacts on air quality;</p> |
| Soil | <p>Minimise the environmental impacts of transport provision and infrastructure, including in terms of reducing carbon and greenhouse gas emissions and using natural resources sustainably.</p> <p>Consider impacts on soil and agricultural land quality in the planning and design of transport interventions;</p> |
| Water | <p>Give full consideration to the potential impacts on water, including water quality, ecosystems, sustainable use of water, capacity of sewerage, flood risk and the opportunities to improve flood risk management;</p> <p>Seek ways to maximise multi-functional green infrastructure coverage and ensure they provide a network of linked wildlife corridors (across a wide range of scales and increase ecosystems services including biodiversity);</p> |
| Air Quality & Climatic Factors | <p>Reduce congestion and improve air quality, including but not limited to implementing existing Air Quality Action Plans covering Air Quality Management Areas (AQMAs) within the SPT region, and improving areas with known poor air quality.</p> <p>Respond effectively to the climate emergency and the accelerated greenhouse gas emission targets set out within the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019⁶.</p> |
| Material Assets | <p>Secure economic growth and inward investment by supporting the delivery of new and upgraded transport infrastructure to increase connectivity and improve access to high quality employment and economic opportunities.</p> <p>Ensure the conditions (including infrastructure) are in place to allow a widespread uptake of active and sustainable modes of transport for all demographic groups and communities.</p> |

⁶ Passed at Stage 3 in the Scottish Parliament on 25th September 2019 and received royal assent on 31st October 2019.

| SEA Topic | Key Policy Requirements |
|-------------------|--|
| Cultural Heritage | Protect and enhance heritage assets (e.g. listed buildings) and the wider historic environment. |
| Landscape | Recognise the characteristics and capacity of different landscapes in the SPT region. Avoid unacceptable adverse landscape impacts from transport infrastructure and protect the special qualities of landscapes and key views. |

- 3.2.6 Whilst all of the key environmental issues and policy requirements listed in **Tables 3.1** and **3.2** should be addressed in the new RTS, the following must be afforded particular importance given their significance at national and international levels:
- i. Responding to the climate emergency;
 - ii. Improving air quality; and,
 - iii. Contributing to the delivery of sustainable and inclusive economic growth (discussed in detail within Appendix A of the separate **Issues & Objectives Report Equalities Duties Commentary**).

Coverage of Key Environmental Issues in Case for Change Report

- 3.2.7 Section 3 of the Case for Change Report present the proposed RTS Vision, Priorities, Targets and Options Long-List to underpin the preparation of the emerging RTS.
- 3.2.8 The Vision and Priorities were shaped in response to the policy drivers including NTS2, the Sustainable Travel Hierarchy, Sustainable Investment Hierarchy, regional spatial strategies and the City and Growth Deals. The Vision sets out the role of a high quality, sustainable and more equitable regional transport system for the region as a place, and the beneficial impacts of this for individuals, communities, business, the economy and the environment.
- 3.2.9 SPT is proposing up to three targets for the RTS to help drive forward immediate change, recognising that the urgency of climate change and the need to tackle poverty and inequality need quick action. The three proposed Targets and the principles of these are:
- Target 1: A reduction in roads transport emissions;
 - Target 2: A reduction in car kilometres by 2030; and
 - Target 3: A ‘modal shift’ from private passengers to more sustainable modes and methods.
- 3.2.10 Section 4 of the Case for Change Report identifies the following five ‘key issues’ to be addressed in the new RTS through a corresponding objective:
- Transport Emissions;
 - Access for All;
 - Regional Connectivity;
 - Active Living;
 - Public Transport Quality and Integration;
- 3.2.11 Each key issue is high level in nature and covers a broad range of transport related problems and opportunities, as detailed in sections 5 – 9 of the Case for Change. In overall terms these sections of the Case for Change Report provide a good level of coverage of many of the key environmental issues and policy requirements, with particular attention afforded to meeting population needs, improving health outcomes and tackling climate change. With reference to the SEA topics:
- *Biodiversity, Flora and Fauna* is not addressed in the Case for Change Report, either directly or indirectly in relation to the transport benefits of green infrastructure. Whilst Section 8 Active Living discusses green networks as a key opportunity to enable more active travel by broadening the appeal of active travel and delivering additional health

benefits associated with being closer to nature, it doesn't explore the role of high-quality green infrastructure in the public realm.

- *Population, Human Health and Material Asset* issues are addressed in depth throughout the report, with all of the identified key socio-economic and infrastructure related issues (**Table 3.1**) covered within sections 5 – 9.
- *Soil and Water* are addressed in *Chapter 4 - Transport Emissions* where the importance of integrating spatial and transport planning to optimise the use of land (including protecting soil resources) and protect water quality is recognised.
- *Air* issues including the consequences of poor air quality in urban areas for health outcomes are afforded detailed consideration within *Section 5 – Transport Emissions*. These issues are addressed in a dedicated *Transport and Air Quality* subsection of the *Transport Emissions* Chapter highlighting the importance afforded specifically to improving local air quality.
- *Climate* issues are covered across two of the key issues: *Transport Emissions and Regional Connectivity*. In Chapter 5 the composition of the local bus fleet and the need to increase the number of zero emission buses is discussed in the context of the Scottish Government Climate Change Plan. Chapter 7 *Regional Connectivity* transport infrastructure resilience is discussed setting out that adapting transport infrastructure to climate change is important for the region's long-term growth and development.
- *Cultural Heritage* is referenced briefly within Chapter 2 – *The RTS Context* in terms of importance to tourism but is not specifically referenced in any of the Key Issues.

3.2.12 The analysis presented above indicates that the Case for Change Report includes a good level of coverage of many key environmental issues, although a number of weaknesses in relation to individual environmental topics have been identified. Notwithstanding the limited coverage of some topics, in overall terms the Case for Change Report is considered to provide a relatively strong-evidenced based platform upon which to develop a strategic framework for the new RTS which can underpin action to tackle key environmental issues.

3.3 Assessment of Proposed RTS Vision and Objectives

3.3.1 Building on the identification of key issues, Chapter 10 of the Case for Change Report sets out five objectives focussing on what the RTS needs to accomplish to achieve the proposed Targets and Vision. These objectives provide a clear expression of the intended outcomes of the emerging RTS.

3.3.2 The proposed RTS Vision is:

“The west of Scotland will be an attractive, well-connected place with active, liveable communities and accessible, vibrant centres facilitated by a high quality, sustainable transport system shaped by the needs of all.”

3.3.3 To implement this Vision, three schematic Priorities (a healthier environment, a fairer and stronger economy and an improved quality of life) are identified, sitting below these are the five key issues for which five corresponding objectives are proposed. For the purposes of the assessment presented below the proposed RTS Objectives are numbered as follows:

- i. To reduce transport emissions in the region.
- ii. To improve equality of access to the transport system and improve accessibility to town centres, jobs, tertiary education and hospitals and other opportunities.

- iii. To improve connections between regional centres of economic activity and development opportunities within the region and to key domestic and international markets.
 - iv. To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.
 - v. To make public transport a desirable travel choice for residents and visitors.
- 3.3.4 These objectives have been developed to be 'outward looking' and provide a clear expression of the outcomes SPT wish to deliver from the perspective of transport users.
- 3.3.5 An assessment of the compatibility of the proposed RTS Vision and Objectives with the SEA Framework (Appendix A) is presented in **Table 3.3** below. In overall terms, the Vision and suite of proposed RTS Objectives have evolved in response to previous SEA critical reviews (see above) and now clearly identify the role of the transport system in 'facilitating' positive environmental outcomes, as well as referencing the need for the transport system to be 'sustainable'. This provides an appropriate high-level platform from which to develop specific schemes, policies and proposals to address a range of key environmental (as well as socio-economic and wider) issues.

Table 3.3 Compatibility of RTS Vision and Objectives with SEA Framework

| SEA Objectives | Proposed RTS Objectives | | | | | | Commentary |
|---|-------------------------|--|--|---|---|--|---|
| | Proposed RTS Vision | <i>To reduce transport emissions in the region</i> | <i>To improve equality of access and improve accessibility to town centres, jobs, tertiary education and hospitals and other opportunities</i> | <i>To improve connections between regional centres of economic activity and development opportunities within the region and to key domestic and international markets</i> | <i>To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys</i> | <i>To make public transport a desirable travel choice for residents and visitors</i> | |
| 1. Health: Improve the health of the resident and workplace population, including with respect to physical and mental health and social wellbeing. | + | + | + | + | + | ? | <p>The proposed RTS Vision refers to improved accessibility and connectivity facilitated through sustainable transport, which will contribute to reduced negative impacts of transport on human health and wellbeing.</p> <p>RTS Objectives 1, 2, 3 and 4 align with this SEA Objective through setting an ambition to make the transport system affordable, accessible and inclusive and by reducing emissions and encouraging people to choose active travel options. However, their wording could be strengthened to make the links between reduced emissions, accessibility and active travel and physical and mental health clearer.</p> <p>RTS Objective 4 contributes to this SEA objective as it is recognised that the health and wellbeing of public transport staff, passengers and people who are walking, cycling and wheeling needs to be considered, especially as climate change is likely to result in</p> |

| SEA Objectives | Proposed RTS Objectives | | | | | | Commentary |
|---|-------------------------|---|---|--|--|---|---|
| | Proposed RTS Vision | To reduce transport emissions in the region | To improve equality of access and improve accessibility to town centres, jobs, tertiary education and hospitals and other opportunities | To improve connections between regional centres of economic activity and development opportunities within the region and to key domestic and international markets | To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys | To make public transport a desirable travel choice for residents and visitors | |
| | | | | | | | <p>warmer temperatures and more intense and frequent 'heat waves'. Infrastructure therefore needs to be planned or adapted to help people travel safely and comfortably in such conditions.</p> <p>RTS Objective 5 has an uncertain relationship with this SEA Objective as it could support enhanced and improved physical and mental health outcomes, although as worded this is not clearly established.</p> |
| <p>2. Accessibility: Reduce the need to travel and ensure appropriate and affordable access for all to facilities, services, economic opportunities and social activities.</p> | + | ? | + | + | + | + | <p>The proposed RTS Vision explicitly promotes accessibility between communities and key services/facilities and calls for the transport system to be shaped by the needs of all.</p> <p>RTS Objective 2 clearly links to the Accessibility SEA Objective, however rephrasing to "To ensure equality of access..." would strengthen this objective.</p> |

| SEA Objectives | Proposed RTS Objectives | | | | | | Commentary |
|--|-------------------------|---|---|--|--|---|---|
| | Proposed RTS Vision | To reduce transport emissions in the region | To improve equality of access and improve accessibility to town centres, jobs, tertiary education and hospitals and other opportunities | To improve connections between regional centres of economic activity and development opportunities within the region and to key domestic and international markets | To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys | To make public transport a desirable travel choice for residents and visitors | |
| | | | | | | | RTS Objective 5 could be strengthened by rewording as follows: “To make public transport a desirable and affordable travel choice...” |
| 3. Material Assets: Manage, maintain and where possible improve the efficient and effective use of natural resources, land and infrastructure to meet identified needs. | + | + | ? | ? | + | + | <p>The proposed RTS Vision focuses on the importance of improving the transport system (i.e. including infrastructure) to deliver positive spatial and socio-economic outcomes. Whilst the Vision does not specifically reference infrastructure, it still provides a supportive platform from which to deliver transport infrastructure improvements.</p> <p>RTS Objective 2 and 3 have an uncertain relationship with this SEA Objective as the implementation of the Objectives could enhance the efficiency and use of material assets or integration of land use and transport, however at present this is not clearly stated within the Objective.</p> <p>RTS Objective 1 could benefit from being rephrased as follows: “to ensure</p> |

| SEA Objectives | Proposed RTS Objectives | | | | | | Commentary |
|---|-------------------------|---|---|--|--|---|---|
| | Proposed RTS Vision | To reduce transport emissions in the region | To improve equality of access and improve accessibility to town centres, jobs, tertiary education and hospitals and other opportunities | To improve connections between regional centres of economic activity and development opportunities within the region and to key domestic and international markets | To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys | To make public transport a desirable travel choice for residents and visitors | |
| | | | | | | | to efficient use of the existing transport network and infrastructure, supporting a reduced demand for energy across the transport sector”. |
| 4. Productivity, Competitiveness and Innovation: Deliver an integrated and efficient transport system to increase economic prosperity, support the growth of key economic sectors and deliver increased and more inclusive employment. | + | + | + | + | + | + | The proposed RTS Vision explicitly promotes connectivity and integration in order to generate positive socio-economic outcomes. No specific reference to employment is included, but in overall terms the Vision provides a supportive platform from which to deliver inclusive economic growth. All RTS Objectives align with this SEA Objective through seeking to enhance the efficiency and performance of the transport system whilst increase accessibility enabling economic growth/prosperity. |
| 5. Air Quality and Amenity: Tackle poor air quality, reduce concentrations of harmful atmospheric pollutants and | + | + | + | ? | + | + | The proposed RTS Vision seeks to create “active and liveable communities” through delivering a “sustainable” transport system. Whilst not explicitly engaging specifically with |

| SEA Objectives | Proposed RTS Objectives | | | | | | Commentary |
|---|-------------------------|--|--|---|---|--|---|
| | Proposed RTS Vision | <i>To reduce transport emissions in the region</i> | <i>To improve equality of access and improve accessibility to town centres, jobs, tertiary education and hospitals and other opportunities</i> | <i>To improve connections between regional centres of economic activity and development opportunities within the region and to key domestic and international markets</i> | <i>To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys</i> | <i>To make public transport a desirable travel choice for residents and visitors</i> | |
| minimise exposure to noise and vibration. | | | | | | | <p>air quality issues, this provides a suitable platform to address environmental issues such as air pollution.</p> <p>RTS Objective 1 aligns with this SEA objective by seeking to reduce harmful emissions resulting from transport.</p> <p>RTS Objective 4 indirectly aligns with the SEA objective as by encouraging active travel journeys fewer journeys by vehicle will be made.</p> <p>RTS Objective 5 has the potential to align with this SEA Objective so long as the public transport modes do not emit harmful atmospheric pollutants.</p> <p>RTS Objective 2 covers this SEA Objective as it could result in positive impacts on air quality and amenity, so long as the improved access actions promoted will not negatively impact air quality and the appropriate safeguards are in place.</p> |

| SEA Objectives | Proposed RTS Objectives | | | | | | Commentary |
|---|-------------------------|---|---|--|--|---|---|
| | Proposed RTS Vision | To reduce transport emissions in the region | To improve equality of access and improve accessibility to town centres, jobs, tertiary education and hospitals and other opportunities | To improve connections between regional centres of economic activity and development opportunities within the region and to key domestic and international markets | To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys | To make public transport a desirable travel choice for residents and visitors | |
| | | | | | | | It is not clear how RTS Objective 3 aligns with the SEA Objective. There is opportunity for the improved connections to either positively or negatively impact on air quality and amenity, they nature of the impact would be dependent on type of improved connections proposed. The reference to international markets is particularly problematic. If the RTS Objective was rephrased to make it clear that the improvements would improve efficiency and reduce emissions the objective would more directly align with the SEA Objective. |
| 6. Climate Change Mitigation: Decarbonise the transport sector and support wider efforts to mitigate climate change. | + | + | ? | ? | + | ? | The proposed RTS Vision does not explicitly address the climate emergency or climate change issues but does recognise the need to deliver a “sustainable” transport system. Whilst not explicitly engaging specifically with climate change issues, this provides a supportive platform from which to seek to decarbonise the transport system. |

| SEA Objectives | Proposed RTS Objectives | | | | | | Commentary |
|---|-------------------------|---|---|--|--|---|--|
| | Proposed RTS Vision | To reduce transport emissions in the region | To improve equality of access and improve accessibility to town centres, jobs, tertiary education and hospitals and other opportunities | To improve connections between regional centres of economic activity and development opportunities within the region and to key domestic and international markets | To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys | To make public transport a desirable travel choice for residents and visitors | |
| | | | | | | | <p>RTS Objective 1 align with this SEA Objective through reducing transport emissions.</p> <p>RTS Objective 1 could benefit from being rephrased as follows: “To decarbonise the transport system and reduce emissions from all vehicles enabling improved air quality levels and supporting wider efforts to mitigate climate change”.</p> <p>RTS Objectives 2, 3 have and 5 an uncertain relationship with this SEA Objective as they could result in increased climate change mitigation measures, however this is not currently clearly established with the Objectives.</p> |
| <p>7. Biodiversity, Geodiversity and Soil: Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species, soil resources and</p> | + | ? | ? | ? | ? | ? | <p>The proposed RTS Vision seeks to create “active and liveable communities” through delivering a “sustainable” transport system. Whilst not explicitly engaging specifically with biodiversity issues, this provides a</p> |

| SEA Objectives | Proposed RTS Objectives | | | | | | Commentary |
|---|-------------------------|---|---|--|--|---|--|
| | Proposed RTS Vision | To reduce transport emissions in the region | To improve equality of access and improve accessibility to town centres, jobs, tertiary education and hospitals and other opportunities | To improve connections between regional centres of economic activity and development opportunities within the region and to key domestic and international markets | To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys | To make public transport a desirable travel choice for residents and visitors | |
| habitats and by protecting green infrastructure. | | | | | | | <p>suitable platform to address physical environmental issues.</p> <p>RTS Objectives 1 – 5 have an uncertain relationship with this SEA Objective as potential impacts (beneficial or adverse) would depend on their implementations. Policies and proposals to implement these Objectives should include appropriate safeguards in respect of biodiversity and geodiversity.</p> |
| <p>8. Water, Flood Risk and Resilience: Conserve, protect and enhance water environments, water quality and water resources, whilst adapting to climate change and reducing flood risks.</p> | + | + | ? | ? | ? | ? | <p>The proposed RTS Vision seeks to create “active and liveable communities” through delivering a “sustainable” transport system. Whilst not explicitly engaging specifically with water environment issues, this provides a suitable platform to address physical environmental issues.</p> <p>RTS Objective 1 is compatible with the SEA Objective as reducing transport emissions indirectly improves water, flood and risk resilience.</p> |

| SEA Objectives | Proposed RTS Objectives | | | | | | Commentary |
|--|-------------------------|---|---|--|--|---|---|
| | Proposed RTS Vision | To reduce transport emissions in the region | To improve equality of access and improve accessibility to town centres, jobs, tertiary education and hospitals and other opportunities | To improve connections between regional centres of economic activity and development opportunities within the region and to key domestic and international markets | To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys | To make public transport a desirable travel choice for residents and visitors | |
| | | | | | | | RTS Objectives 2, 3, 4 and 5 have an uncertain relationship with this SEA Objective as potential impacts (beneficial or adverse) would depend on their implementation. Policies and proposals to implement these Objectives should include appropriate safeguards in respect of flood risks and the water environment. |
| 9. Cultural Heritage: Conserve, protect and enhance the historic environment and cultural assets. | + | + | ? | ? | ? | ? | <p>The proposed RTS Vision seeks to create “active and liveable communities” through delivering a “sustainable” transport system. Whilst not explicitly engaging specifically with cultural heritage issues, this provides a suitable platform to address environmental issues including the need to protect the historic environment.</p> <p>RTS Objective 2, 3, 4 and 5 have an uncertain relationship with this SEA Objective as potential impacts (beneficial or adverse) would depend on their implementation. Policies and proposals to implement these</p> |

| SEA Objectives | Proposed RTS Objectives | | | | | | Commentary |
|--|-------------------------|---|---|--|--|---|---|
| | Proposed RTS Vision | To reduce transport emissions in the region | To improve equality of access and improve accessibility to town centres, jobs, tertiary education and hospitals and other opportunities | To improve connections between regional centres of economic activity and development opportunities within the region and to key domestic and international markets | To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys | To make public transport a desirable travel choice for residents and visitors | |
| | | | | | | | Objectives should include appropriate safeguards in respect of cultural heritage to conserve, protect and enhance the historic environment and cultural assets. |
| 10. Landscape: Protect and enhance the landscape character, townscape character and visual amenity. | + | + | ? | ? | ? | ? | <p>The proposed RTS Vision seeks to create “active and liveable communities” through delivering a “sustainable” transport system. Whilst not explicitly engaging specifically with landscape issues, this provides a suitable platform to address physical environmental issues.</p> <p>RTS Objective 1 aligns with the SEA Objective indirectly as a reduction in transport emissions should result in an overall positive effect on landscape and townscape.</p> <p>RTS Objective 2, 3, 4 and 5 have an uncertain relationship with this SEA Objective as potential impacts (beneficial or adverse) would depend on their implementation. Policies and proposals to implement these</p> |

| SEA Objectives | Proposed RTS Vision | Proposed RTS Objectives | | | | | Commentary |
|----------------|---------------------|--|--|---|---|--|--|
| | | <i>To reduce transport emissions in the region</i> | <i>To improve equality of access and improve accessibility to town centres, jobs, tertiary education and hospitals and other opportunities</i> | <i>To improve connections between regional centres of economic activity and development opportunities within the region and to key domestic and international markets</i> | <i>To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys</i> | <i>To make public transport a desirable travel choice for residents and visitors</i> | |
| | | | | | | | Objectives should include appropriate safeguards in respect of landscape character and visual amenity. |
| KEY: | | + | Compatible | - | Incompatible | | |
| | | 0 | Neutral | ~ | No Relationship | Clear | |
| | | ? | Uncertain | | | | |

3.4 Assessment of Options Long-List

Options Development Process

- 3.4.1 The Case for Change Report contains a long-list of 119 potential options which have been identified in response to the identified Key Issues and RTS Objectives. The Case for Change Report defines RTS Options as “*all of the policies, actions and investments that can help tackle the specific problems identified under the Key Issues, achieve the RTS Objectives and Targets and realise the RTS Vision*”.
- 3.4.2 Transport options have been developed to be cross-cutting interventions and were generated in response to specific problems and opportunities, as identified through data analysis and stakeholder engagement. Identified options were initially assessed to test their alignment with the five RTS objectives and the NTS2 Sustainable Travel Hierarchy and Investment Hierarchies using a scoring system. This assessment demonstrated the extent to which desired objectives were being met by the range of potential options included in the Options Long-List.
- 3.4.3 An initial draft of the Options Long-List was developed by SPT with technical inputs from Stantec before being considered against the sustainable travel hierarchy and the identified key issues and problems in the Case for Change Report. The list was then developed further using SPTs RTS policy review, engagement with local authority partners and professional judgement.

Influence of Policy Drivers

- 3.4.4 NTS2 and the Scottish Government’s NPF4 Position Statement (2020) both call for greater integration between transport and spatial planning. Options developed for potential inclusion in the emerging RTS therefore need to have regard and in some cases facilitate actions and priorities contained in regional and local spatial planning documents, including emerging Regional Spatial Strategies (RSS).
- 3.4.5 Options identified through Transport Scotland’s emerging Strategic Transport Projects Review 2 (STPR2⁷) informed development of the Options Long-List. It is acknowledged that the Options in the Case for Change Report need to be fully integrated with other processes and particularly STPR2 if they are to be taken forward in the emerging RTS.

Compatibility with RTS Objectives

- 3.4.6 There are 21 categories in the Options Long-List:
- Decarbonisation and Emissions
 - Demand Management
 - Shared Mobility
 - Movement of Goods
 - Integration of Transport and Land Use

⁷ STPR2 is being carried out to help deliver the vision, priorities and outcomes for transport set out in NTS2 and aligns with other national plans such as the emerging National Planning Framework (NPF4) and the Scottish Government’s Climate Change Plan. STPR2 will guide the national transport investment programme for the next 20 years. It has a two phased approach, with Phase 1 identifying themes and packages which could meet short-term requirements. The Phase 1 process resulted in 20 interventions being identified to be taken forward between Transport Scotland and partner organisations. The outcomes of Phase 2 are expected to be published in Autumn 2021.

- Ticketing and Fares
- Accessibility
- Bus
- Community Transport
- Rail
- Active Travel
- Demand Responsive Transport (DRT)
- Integration and Multi-Modal
- Public Transport
- Road
- Travel Behaviour Change
- Ferries
- Metro
- Aviation
- Governance
- Subway

3.4.7 Overall, the Options Long-List included in the Case for Change Report provide good coverage of relevant national and regional transport strategies, recommendations, projects and actions. Coverage of the RTS Objectives in the Options Long-List and their compatibility with the Long-List has been considered with a summary of how they relate to each other provided in **Table 3.4** below.

Table 3.4 Relationship between RTS Objectives and Options Long-List

| Proposed RTS Objectives | Commentary on Options Long-List |
|--|--|
| <p>To reduce transport emissions in the region</p> | <p>The Options relating to this objective can be grouped into the following sub-themes:</p> <ul style="list-style-type: none"> ▪ Decarbonisation of roads vehicles; ▪ Demand management and modal shift of passenger travel; ▪ More efficient movement of goods; and ▪ Integration of land use and transport planning. <p>Roads transport is the largest source of transport emissions in the region and therefore the Options primarily concentrate on tackling them. Roads transport is also most within the scope of SPT and local authority partners to deliver change.</p> |
| <p>To improve equality of access and improve accessibility to town centres, jobs, tertiary education and hospitals and other opportunities</p> | <p>The key issues associated with this Objective are grouped under 'Access for All' which sets out the range of challenges to achieving a transport system that can be used by all people in the region and supports communities to have access to the people, places and pursuits that make up every day lives.</p> <p>The approach to Access for All considers Options across the following sub-themes:</p> <ul style="list-style-type: none"> ▪ Affordability; ▪ Accessibility; ▪ Availability and coverage; ▪ Safety and security; ▪ Access to opportunities; and ▪ Rural, remote and island challenges. |

| | |
|---|---|
| <p>To improve connections between regional centres of economic activity and development opportunities within the region and to key domestic and international markets</p> | <p>The regional connectivity options at this stage can be grouped by type of infrastructure: roads; freight; bus priority; rail; cycling; ferry; metro and aviation.</p> <p>Traffic growth, capacity, journey time reliability and resilience are the biggest challenges identified in relation to this objective.</p> |
| <p>To enable walking, cycling and wheeling to be the most popular choice for short every day journeys</p> | <p>This objective aligns with the Active Living key issue and is linked to the national Active Travel Framework. It is an overarching objective that links to all of the key challenges as 'enabling' active travel requires high quality, safe and convenient active travel networks within a wider environment that priorities movement of people and promotes sustainable travel behaviours.</p> <p>The Options to meet this objective cover:</p> <ul style="list-style-type: none"> ▪ Infrastructure – Regional Active Travel Network Strategy; ▪ Prioritising movement of people; and ▪ Behaviour change. |
| <p>To make public transport a desirable travel choice for residents and visitors</p> | <p>This objective aims to deliver a public transport system that more people want to use.</p> <p>Options included to meet this objective include:</p> <ul style="list-style-type: none"> ▪ Enhancing networks and service frequencies; ▪ Improved journey times, reliability and punctuality; ▪ Improved multi-modal integration of public transport networks and services; ▪ Enhanced stop and station infrastructure; ▪ Improved monitoring of passenger satisfaction; |

| | |
|--|--|
| | <ul style="list-style-type: none">▪ Zonecard modernisation and enhanced smart and integrated ticketing for the region;▪ New Subway service plan; and▪ Enhanced provision of real time passenger information. |
|--|--|

- 3.4.8 Having clearly been developed in response to the identified RTS Key Issues and proposed RTS Objectives, the Options Long-List is considered to provide good coverage of and compatibility with the proposed RTS Vision and Objectives. This helps to demonstrate that the options included in the Options Long-List are reasonable and that no additional or alternative options need to be developed to implement the proposed RTS Objectives. At this early stage the Options Long-List is therefore itself considered to be reasonable and appropriate, although further work will be needed to develop and appraise individual identified options.

Compatibility with RTS SEA Framework

- 3.4.9 A high-level assessment of the compatibility of the Options Long-List with the SEA Objectives included in the RTS SEA Framework (Appendix A) is presented in **Table 3.5** below.

Table 3.5 Compatibility of SEA Objectives and RTS Options Long-List

| SEA Objectives | RTS Options Long-List |
|---|---|
| <p>Health: Improve the health of the resident and workplace population, including with respect to physical and mental health and social wellbeing</p> | <p>This SEA Objective is well represented in the RTS Options both directly and indirectly. Options to improve safety and security on routes to public transport, on public transport itself and at hubs and stations contribute to this meeting this objective. Options to enhance walkability and cycling infrastructure and make active travel and attractive choice goes towards improving mental and physical health.</p> <p>Developing Health and Transport Action Plans with each Health Board in the region directly aligns transport with health. Options also include improved access to health care.</p> |
| <p>Accessibility: Reduce the need to travel and ensure appropriate and affordable access for all to facilities, services, economic opportunities and social activities</p> | <p>The Options Long-List includes options which would improve accessibility between communities and key services and facilities giving good coverage to the Accessibility SEA Objective. Options designed to facilitate better access to transport for all those in society and for it to be shaped to cater for the needs of all are also included.</p> <p>Options to improve journey times, frequency and reliability of public transport are covered in the long-list and these meet the Accessibility Objective.</p> |
| <p>Material Assets: Manage, maintain and where possible improve the efficient and effective use of natural resources, land and infrastructure to meet identified needs.</p> | <p>This objective receives good coverage in the Options list. Multiple Options cover enhancing existing infrastructure meeting the manage, maintain and improve criteria of this Objective. Options include new and enhanced park and rides, investment in electric bike infrastructure and rail enhancements to support freight modal shift to rail. Options to provide new infrastructure should be carefully developed to ensure efficient use of natural resources and land and the need for this should be clearly measured and established.</p> <p>The Option to develop a Housing and Transport Affordability Index to integrate land use and transport policies, to discourage urban sprawl and reduce transport affordability challenges would go some way towards making efficient use of land.</p> |
| <p>Productivity, Competitiveness and Innovation: Deliver an integrated and efficient transport system to increase economic prosperity, support the growth of key economic sectors and deliver increased and more inclusive employment.</p> | <p>This Objective is well represented in the Options list though the inclusions of options to integrate ticketing systems, improve island connectivity, introduce smart/managed motorways using Intelligent Transport Systems, improve integration of the transport systems by using 'mini hubs' in rural areas and improved travel planning information.</p> <p>A particularly strong Option is the jobs access schemes to develop schemes that help unemployed people into work by removing transport barriers including cost, information and journey planning barriers, typically offering personalised travel advice and free or discounted travel particularly during the first weeks of a new job before wages are received.</p> |

| SEA Objectives | RTS Options Long-List |
|--|--|
| <p>Air Quality and Amenity: Tackle poor air quality, reduce concentrations of harmful atmospheric pollutants and minimise exposure to noise and vibration.</p> | <p>Options to implement low emission zones, introduce air quality mitigation measures, reduce speed limits, encourage transition to low emission vehicles and improve active travel and desirability give good coverage to the air quality and amenity across the 119 Options. The Air Quality Mitigation Option is vague and could be developed further.</p> <p>Options which involve the creation of new infrastructure such as the Glasgow Metro and creation of new stations should be adequately mitigated to ensure they are not detrimental to this objective.</p> |
| <p>Climate Change Mitigation: Decarbonise the transport sector and support wider efforts to mitigate climate change.</p> | <p>The RTS objective to reduce transport emissions in the region is supported by a number of options which relate to electric and low emission vehicles including charging infrastructure, bus fleet transition, the freight sector.</p> <p>The ‘Support rail services decarbonisation plan’ and ‘Taxi sector transition’ options go some way towards efforts to decarbonise the transport sector. Options encouraging behaviour change to shift people away from relying on private vehicles to more sustainable active and public transport options support the wider efforts to mitigate climate change and are backed up by Options to facilitate behaviour change.</p> |
| <p>Biodiversity, Geodiversity and Soil: Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species, soil resources and habitats and by protecting green infrastructure.</p> | <p>Coverage of this SEA Objective is relatively weak. All Options which involve delivering new infrastructure should have regard for their potential impact on biodiversity, geodiversity and soil and opportunities to enhance the physical environment should be included within option parameters and detailed design where feasible.</p> <p>Placemaking schemes to improve the quality of the built environment for walking and cycling in the Options Long-List should have the potential to create new green infrastructure. Re-opening of disused rail lines could have an adverse impact on biodiversity if these have naturalised into ‘green corridors’ and mitigation should be identified if this is the case.</p> |
| <p>Water, Flood Risk and Resilience: Conserve, protect and enhance water environments, water quality and water resources, whilst adapting to climate change and reducing flood risks.</p> | <p>Water, flood risk and resilience have been considered in the Options Long-List with the inclusion of Options to improve the resilience and sustainability of rural transport services, enhanced resilience of ferry services and improved resilience of local roads networks to flooding and other weather-related incidents.</p> <p>The development of any new transport infrastructure should not detrimentally impact water environments or result in flood risk at the site of the new infrastructure or increase flood risk elsewhere.</p> |

| SEA Objectives | RTS Options Long-List |
|---|--|
| <p>Cultural Heritage: Conserve, protect and enhance the historic environment and cultural assets.</p> | <p>Opportunities to conserve, protect and enhance the historic environment and cultural assets have not been specifically identified at this early stage.</p> |
| <p>Landscape: Protect and enhance the landscape character, townscape character and visual amenity.</p> | <p>Landscape considerations receive only limited coverage in the Options Long-List at this early stage. Placemaking schemes to improve the quality of the built environment for walking and cycling have the potential to protect and enhance landscape and townscape character and amenity.</p> |

3.4.10 A number of identified options cut across multiple themes and SEA Objectives:

- Options which relate to encouraging active travel through improved routes, infrastructure, publicity and promotion and hire and sharing schemes cover the health objective in terms of improving physical and mental wellbeing as a result of the known positive effects of exercise on both. Encouraging active travel also meets the air quality and amenity objective in that the more people there are using active travel means the less there are using vehicles which contribute to noise and levels of harmful emissions which affect air quality.
- Options to improve accessibility through integration of services, create new and improve and enhance park and ride facilities, improve journey times and reliability, better connectivity for the islands and improve rural transport services give good coverage to the accessibility SEA objective.
- Some options have a clear beneficial relationship with one SEA Objective but the potential to adversely impact on others. For example, the reopening of disused rail lines aligns well with the accessibility and material assets objectives in that there is potential to provide access to rail travel and make efficient use of existing infrastructure but depending on implementation factors there remains the potential for adverse physical environmental impacts.

3.4.11 The high-level nature of the options identified at this early stage means that the Options Long-List provides only limited direct coverage of the Biodiversity, Landscape and Cultural Heritage SEA Objectives. However, interventions to generate positive environmental outcomes require to be considered through further development, sifting and refinement of options, as many environmental impacts (beneficial or adverse) would depend upon how and where an option is implemented rather than the basic parameters of initial options themselves.

4 Recommendation and Next Steps

4.1 Introduction

- 4.1.1 Building upon the analysis provided in **Section 3**, this section identifies specific recommendations to be addressed in the next stage of the RTS development process to further enhance the consideration of key environmental issues. These recommendations should be addressed in future iterations of the emerging RTS; for the avoidance of doubt, no changes are considered necessary within the current Case for Change Report specifically to address the requirements of the 2005 Act.

4.2 Coverage of Key Environmental Issues

- 4.2.1 Whilst the Case for Change Report appropriately reflects the key environmental issues with no major omissions, the basis upon which the 'key issues' for the RTS have been selected and structured should be clarified in future reporting. In particular, the SEA process to date has informed the identification of key issues and thus influenced the content of the Case for Change Report, but aside from an initial reference the Report itself does not explain how the SEA is informing RTS development. The next iteration of the emerging RTS should therefore recognise the role of the SEA process in supporting sound policy development.
- 4.2.2 To address the weaknesses identified in **Section 3.2** regarding the absence of explicit coverage of some environmental issues, as the emerging RTS develops consideration should be given to identifying the need to protect and enhance environmental quality as an overarching key issue. This would also support the reference in the RTS Vision to delivering a “*sustainable transport system*”.
- 4.2.3 **Section 3.4** has identified limited weaknesses in the coverage of key environmental issues in the Options Long-List. This is expected at this early stage as the implementation parameters of individual options still requires to be developed, but opportunities to enhance the coverage of key environmental issues should be explored as options are further developed, sifted, refined and subject to formal appraisal. Consideration should be given to the likely impacts of options, both beneficial and adverse, on physical environmental topics including Biodiversity, Geodiversity and Soil, Cultural Heritage and Landscape. The need to protect, conserve and enhance environmental aspects should also be considered in all options ultimately selected for inclusion within the emerging RTS.

4.3 Enhancing the RTS Vision, Objectives, Targets and Options

- 4.3.1 The assessment of the RTS Vision and Objectives provided in **Section 3** indicates that the proposed RTS Vision and Objectives as drafted are compatible with the SEA Framework (**Appendix A**).
- 4.3.2 A set of Priorities and Targets have been defined, but as drafted it is not clear how they will function as substantive components of the emerging RTS. In the next iteration of the emerging RTS it is therefore recommended that RTS priorities should be further developed to set out clearer, more substantive outcomes against which performance can be monitored. Further work is also required to develop appropriate targets, including their content and monitoring, and to link both the priorities and targets to RTS Objectives.
- 4.3.3 All Options require further definition and testing as at present they only represent high level aspirations with little detail provided. As options are further developed they should continue to be assessed for coverage and compatibility against both the RTS Objectives and SEA Objectives. Any identified tensions or adverse impacts should be resolved at the earliest opportunity and opportunities to enhance the sustainability performance of each option should be explored. To support this, relevant criteria from the RTS SEA Framework (**Appendix A**) and

standard STAG⁸ criteria will be applied to undertake a detailed options appraisal prior to the preparation of the Draft RTS, with the appraisal process fully documented in formal SEA reporting to accompany the Draft RTS.

4.4 Next Steps

- 4.4.1 This SEA Environmental Report is being published for consultation alongside the Case for Change Report, which has been prepared by SPT (with support from Stantec) to underpin the preparation of the new RTS for the West of Scotland. This forms the first part of a multi-stage process which will include a detailed options appraisal process and future consultation on a full Draft RTS.
- 4.4.2 In accordance with the 2005 Act and best practice the SEA process is being carried out from the outset and in tandem with the development of the emerging RTS to allow key environmental issues to inform the content of the new RTS. All consultation feedback received in respect of the Case for Change Report and this Environmental Report will be reviewed and used to inform and refine the proposed RTS Vision, Objectives and Options Long-List. The next stage will be a detailed appraisal of the Options using the Scottish Transport Appraisal Guidance (STAG) and the SEA Framework.
- 4.4.3 As detailed previously in the SEA Scoping Report, in accordance with the 2005 Act a full Environmental Report (ER) will be prepared to accompany the Draft RTS for consultation. All relevant information requirements prescribed in Section 14 and Schedule 3 of the 2005 Act will be addressed in this ER. This will include the identification of all likely significant environmental effects (with appropriate mitigation measures if required) from proposed RTS components, a detailed review of the approach adopted to identify and assess reasonable alternative options, and full details of how all comments received from the SEA Consultation Authorities at each previous stage have been taken account of in SEA and RTS development process.

⁸ STAG is objective-led rather than solution-led therefore using it avoids pre-conceived solutions being brought forward without considering other options which may meet the identified problems or opportunities.

Appendix A SPT RTS SEA Framework

| SEA Objectives | Guide Questions – <i>Will the RTS...</i> | Criteria to Assess Candidate Transport Interventions and Schemes |
|--|--|---|
| <p>Health: Improve the health of the resident and workplace population, including with respect to physical and mental health and social wellbeing.</p> | <ul style="list-style-type: none"> • Facilitate and encourage use of public transport and active travel? • Improve accessibility to public open spaces, sports facilities, path networks? • Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? • Reduce the likelihood of transport-related road accidents and casualties? • Improve access to healthcare facilities? • Safeguard sensitive environmental receptors to maintain and enhance human health? | <ul style="list-style-type: none"> • Proximity to and impacts on access to healthcare facilities. • Proximity to and impacts on active travel networks. • Proximity to and impacts on open space provision and accessibility. |
| <p>Accessibility: Reduce the need to travel and ensure appropriate and affordable access for all to facilities, services, economic opportunities and social activities.</p> | <ul style="list-style-type: none"> • Reduce the need to travel? • Increase the accessibility of public services, economic opportunities and markets? • Improve the accessibility and integration of the transport network? • Improve the accessibility of education infrastructure, in particular by active travel and public transport? • Enhance access to active travel routes? • Reduce congestion and allow for greater journey time reliability? • Help reduce severance effects of the transport network? • Address changing transport needs resulting from population growth and ageing? | <ul style="list-style-type: none"> • Proximity to and impacts on the public transport network. • Proximity to the strategic road network (motorways and trunk roads). • Proximity to and impacts on identified congestion pinch points. • Proximity to and impacts on the accessibility of community facilities, public services and key amenities. • Proximity to and impacts on the accessibility of education infrastructure. |
| <p>Material Assets: Manage, maintain and where possible improve the efficient and effective use of natural resources, land and infrastructure to meet identified needs.</p> | <ul style="list-style-type: none"> • Support the delivery of existing and emerging spatial strategies within national policy and applicable Development Plans? • Improve the integration of land use and transport? | <ul style="list-style-type: none"> • Proximity to and impacts on the delivery of key housing sites • Proximity to and impacts on the re-development of previously developed land |

| SEA Objectives | Guide Questions – <i>Will the RTS...</i> | Criteria to Assess Candidate Transport Interventions and Schemes |
|---|---|---|
| | <ul style="list-style-type: none"> • Unlock the delivery of housing to meet identified needs? • Facilitate the re-development of previously developed land? • Support the provision of adequate infrastructure, services and facilities to meet identified needs? • Enhance the resilience of infrastructure to adverse weather and the effects of climate change? | <ul style="list-style-type: none"> • Impacts on natural resources, including the extraction of mineral resources |
| <p>Productivity, Competitiveness and Innovation: Deliver an integrated and efficient transport system to increase economic prosperity, support the growth of key economic sectors and deliver increased and more inclusive employment.</p> | <ul style="list-style-type: none"> • Support the sustainable management of infrastructure assets? • Promote the co-location of synergistic economic activities, industries and land uses? • Support the efficient movement of freight? • Improve physical access to employment for all? • Support increased and diversified employment opportunities? | <ul style="list-style-type: none"> • Economic development and employment benefits unlocked by the intervention or scheme. • Impacts on transport efficiency • Impacts on the movement of freight • Proximity to and impacts on existing and planned key employment locations. |
| <p>Air Quality and Amenity: Tackle poor air quality, reduce concentrations of harmful atmospheric pollutants and minimise exposure to noise and vibration.</p> | <ul style="list-style-type: none"> • Maintain or enhance air quality? • Reduce exposure to poor air quality? • Support the implementation of existing Air Quality Action Plans (AQAPs)? • Decrease noise and vibration levels at sensitive locations? • Prevent and reduce emissions of harmful pollutants? | <ul style="list-style-type: none"> • Proximity to and impacts on existing Air Quality Management Areas (AQMA). • Likely impacts on the implementation of existing AQAPs. • Proximity to congestion pinch points. • Likely operational emissions. |
| <p>Climate Change Mitigation: Decarbonise the transport sector and support wider efforts to mitigate climate change.</p> | <ul style="list-style-type: none"> • Support a sustainable pattern of development which minimises energy consumption and GHG emissions? • Reduce reliance on car travel? • Contribute to or challenge the decarbonisation of the transport sector? • Promote modal shift towards sustainable and active travel? • Promote the use of clean fuels and technologies? | <ul style="list-style-type: none"> • Impacts on climate change mitigation: modal shifts and GHG emissions or saving (construction and operational phases) |

| SEA Objectives | Guide Questions – <i>Will the RTS...</i> | Criteria to Assess Candidate Transport Interventions and Schemes |
|--|---|--|
| <p>Biodiversity, Geodiversity and Soil: Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species, soil resources and habitats and by protecting green infrastructure.</p> | <ul style="list-style-type: none"> • Ensure appropriate safeguards for the integrity and conservation objectives of sites designated at international, national or local levels for reasons of biodiversity or geodiversity value or species protection? • Support the protection and enhancement of valued species and habitats? • Support safeguarding against habitat loss or fragmentation? • Support the protection and enhancement of protected trees and important woodland areas? • Improve access to nature? • Protect and enhance important soil resources? | <ul style="list-style-type: none"> • Proximity to and impacts on sites designated at international, national and local levels for reasons of biodiversity conservation, ecological importance or geological importance. • Proximity to and impacts on designated woodlands, important trees or hedgerows and other valued habitats. • Potential impacts on protected species. |
| <p>Water, Flood Risk and Resilience: Conserve, protect and enhance water environments, water quality and water resources, whilst adapting to climate change and reducing flood risks.</p> | <ul style="list-style-type: none"> • Support improvement in the quality of waterbodies in accordance with the Water Framework Directive? • Maintain or enhance the ecological and chemical status of the water environment in accordance with the Water Framework Directive? • Affect the volume of surface water runoff into or abstraction from water bodies? • Minimise the risk of flooding to people, property, infrastructure and environmental assets? • Manage residual flood risks appropriately and avoid new flood risks? • Seek to minimise new development in areas prone to flood risk or mitigate the potential for such risk? • Promote the resilience of the transport system to the effects of climate change and adverse weather? | <ul style="list-style-type: none"> • Proximity to Flood Risk Zones. • Proximity to and impacts on the WFD status of waterbodies and aquifers. • Measures to enhance resilience to adverse weather and adapt to the effects of climate change |

| SEA Objectives | Guide Questions – <i>Will the RTS...</i> | Criteria to Assess Candidate Transport Interventions and Schemes |
|---|--|---|
| <p>Cultural Heritage: Conserve, protect and enhance the historic environment and cultural assets.</p> | <ul style="list-style-type: none"> • Conserve, protect and enhance (as appropriate) the integrity, character and setting of heritage assets (designated and undesignated)? • Preserve important archaeological sites and protect potential unknown archaeological resources? | <ul style="list-style-type: none"> • Proximity to and potential effects on heritage assets, important archaeological sites and their settings. |
| <p>Landscape: Protect and enhance the landscape character, townscape character and visual amenity.</p> | <ul style="list-style-type: none"> • Protect and enhance landscape character? • Safeguard important landscape and townscape features? • Protect visual amenity and valued views? • Prevent urban sprawl? • Maintain and enhance the attractiveness of the public realm? | <ul style="list-style-type: none"> • Proximity to and impacts on designated landscapes. • Impacts on visual amenity and key views. • Impacts on settlement integration or coalescence. |