

# Perth and Kinross Mobility Strategy

SEA Scoping Report  
May 2023





## Cover Note

Part 1	
1.1	An SEA Scoping Report is attached for the Perth and Kinross Mobility Strategy.
1.2	The Responsible Authority is Perth & Kinross Council.
Part 2	
In the view of Perth & Kinross Council (please tick the appropriate box):	
2.1	<input checked="" type="checkbox"/> The PPS falls under the scope of Section 5[3] of the Act and <b>requires an SEA</b> under the Environmental Assessment (Scotland) Act 2005 <b>OR</b>
2.2	<input type="checkbox"/> The PPS falls under the scope of Section 5[4] of the Act and <b>requires an SEA</b> under the Environmental Assessment (Scotland) Act 2005 <b>OR</b>
2.3	<input type="checkbox"/> The PPS does <b>not require an SEA</b> under the Environmental Assessment (Scotland) Act. However, we wish to carry out an SEA on a voluntary basis. We accept that, as the SEA is voluntary, the Consultation Authorities cannot guarantee a response containing their views within the statutory five week timescale.
Part 3	
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If you, or someone you know would like a copy of this document in another language or format, (on occasion, only a summary of the document will be provided in translation), this can be arranged by contacting Elliot Williamson on 01738 475000 or [EWilliamson@pkc.co.uk](mailto:EWilliamson@pkc.co.uk):

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# 1 Introduction

## 1.1 Requirement for SEA and the Purpose of the Scoping Report

The Environmental Assessment (Scotland) Act 2005 requires qualifying plans, programmes, and strategies, developed by public bodies, to be subject to Strategic Environmental Assessment (SEA).

As the Perth and Kinross Mobility Strategy (MS) deals with the subject matter of transport, and is likely to result in significant environmental effects, both positive and negative in nature, it qualifies as requiring a Strategic Environmental Assessment under Section 5(3)(a)(i) of the 2005 Act.

Perth & Kinross Council has prepared this Scoping Report for the Perth and Kinross Mobility Strategy in accordance with Section 15 of the Environmental Assessment (Scotland) Act 2005. The purpose of scoping is to identify the environmental issues to be taken into consideration during decision-making. This report sets out the background information that will be used in the preparation of the Environmental Report, which includes:

- The level of detail (spatial, temporal, and technical)
- Proposed objectives
- Proposed alternatives
- An outline of the assessment approach
- A proposed timetable for completion of the Environmental Report and draft plan

The purpose of this SEA Scoping Report is to set out sufficient information on the Strategy to enable the Consultation Authorities to form a view on the scope and level of detail that will be appropriate for the Environmental Report, as well as the consultation period proposed.

The contents may be amended based on consultation with Historic Environment Scotland, NatureScot, and the Scottish Environment

Protection Agency. A record will be kept of consultation responses and subsequent changes made, using the template in Section 6.

## 1.2 Scoping Questions

A number of questions are included in the Scoping Report, on which comments from the Consultation Authorities and Stakeholders would be particularly welcomed:

- 1 Are there any further plans, programmes, strategies, legislation, or policy guidance of relevance to the Perth and Kinross Mobility Strategy, that you consider should be added to the list in Appendix A for consideration?
- 2 Do you agree that the baseline data collected is appropriate to the Mobility Strategy?
- 3 Are you aware of any additional baseline evidence that could help inform the assessment process?
- 4 Does your organisation think that the issues listed in Table 9 are all of the significant environmental issues of relevance to the Mobility Strategy?
- 5 Do you agree with the proposed scope for the SEA?
- 6 Do the indicators provided in Table 11 provide a relevant measure for the associated objective? If not, please suggest additional indicators you feel are appropriate.
- 7 Do you agree that the SEA Objectives set out in Table 11 cover the breadth of environmental issues appropriate for the Strategy area?
- 8 Do you think that the approach to dealing with 'alternatives' is appropriate?
- 9 Is the suggested approach to dealing with cumulative effects appropriate?
- 10 Is the suggested approach to mitigation, enhancement and monitoring appropriate?
- 11 Is the time proposed for, and the means of consultation adequate?

### 1.3 Key Facts

The key facts relating to the Perth and Kinross Mobility Strategy are set out below:

<b>Name of Responsible Authority</b>	Perth & Kinross Council
<b>Title of Plan, Programme or Strategy (PPS)</b>	Perth and Kinross Mobility Strategy
<b>Purpose of PPS</b>	The Strategy will be the Local Transport Strategy for the area. It will set out Perth & Kinross Council’s vision for managing and developing the transport and active travel network over a minimum of 10 years, in line with national priorities and targets, and local objectives.
<b>What promoted the PPS (legislative, regulatory, or administrative provision)</b>	Prompted by an action identified in the approved <a href="#">Perth and Kinross Climate Strategy and Action Plan</a> to develop a Local Transport Strategy.
<b>Subject</b>	Transport
<b>Summary of nature/ content of the PPS</b>	<p>The Mobility Strategy will consider all modes of transport for the movement of goods and people, across Perth and Kinross, to help achieve national targets and local objectives in respect of climate change, achieving net zero, reducing inequalities, improving health and wellbeing, and delivering an inclusive economy.</p> <p>The Mobility Strategy will consider the impact of emerging technologies, digital services, housing, inclusion, poverty, health, climate adaptation, economic growth, air quality and placemaking, on transport networks and people’s travel patterns and behaviours.</p>
<b>Area covered by PPS</b>	Perth and Kinross Council Area. See Map 1 to follow.
<b>Period covered</b>	2025 – 2035 (minimum)
<b>Frequency of updates</b>	To mitigate and support the impacts of future uncertainty on the Council’s Mobility Strategy, regular reviews will take place to ensure plans remain relevant and responsive.
<b>Contact Point</b>	<b>For any enquiries relating to the Scoping Report and Strategy contact:</b> Elliot Williamson - EWilliamson@pkc.gov.uk
<b>Website Address</b>	<b>A copy of the Scoping Report will be made available at <a href="https://www.pkc.gov.uk/transportplanning">https://www.pkc.gov.uk/transportplanning</a></b>



## 1.4. Abbreviations, Acronyms, and Glossary of Terms

### Acronyms

AQMA	Air Quality Management Area
DRT	Demand Responsive Transport
CA	Consultation Authorities
EV	Electric Vehicle
HES	Historic Environment Scotland
HGV	Heavy Goods Vehicle
LO	Lead Officer
MS	Mobility Strategy
NCN	National Cycle Network
NS	NatureScot
NTS	National Transport Strategy
PKC	Perth & Kinross Council
PPS	Plan, Programme, or Strategy
RTS	Regional Transport Strategy
RTP	Regional Transport Partners
SEPA	Scottish Environment Protection Agency
SG	Scottish Government
SIMD	Scottish Index of Multiple Deprivation
STPR	Strategic Transport Projects Review

### Glossary of Terms

#### Alternatives

These are different ways of achieving the objectives of the plan, programme, or strategy under assessment. Alternatives are also referred to as options.

#### Biodiversity

The variety of life on Earth at all its levels, from genes to ecosystems, and the ecological and evolutionary processes that sustain it.

#### Consultation Authorities

Organisations with a particular status for involvement in the SEA under the 2005 Act. In Scotland, these are Nature Scot, Scottish Environment Protection

Agency (SEPA) and the Scottish Ministers (Historic Environment Scotland (HES))

#### Cultural Heritage

Includes scheduled monuments and other significant archaeological sites and landscapes, listed buildings, conservation areas, gardens and designed landscapes, and historic battlefields.

#### Cumulative Effects

The effects that result from changes caused by a project, plan, programme, or policy in association with other past, present, or reasonably foreseeable future plans and actions. Cumulative effects are specifically noted in the SEA Directive in order to emphasise the need for broad and comprehensive information regarding effects.

#### Enhancement

Measures envisaged to maximise the benefits of the positive actions of implementing the plan, programme, or strategy.

#### Environmental Assessment

A method or procedure for integrating environmental considerations into decision making by assessing the significant environmental effects. In the SEA Directive, an environmental assessment means the preparation of an Environmental Report, the carrying out of consultations, the taking into account the Environmental Report and the results of the consultations in decision making, and the provision of information on the decision, in accordance with the Directive's requirements.

#### Environmental Report

Document required by the SEA Directive as part of an environmental assessment, which identifies, describes, and evaluates the likely significant effects on the environment of implementing the plan, programme, or strategy.

#### Mitigation

Used in this assessment to refer to measures to avoid, reduce or offset significant adverse effects on the environment.

#### Monitoring

Activities undertaken after the decision is made to adopt the plan, programme, or strategy to examine its implementation. For example,

monitoring to examine whether significant environmental effects occur as predicted or to establish whether mitigation and enhancement measures are implemented and are working.

### **Nature Network**

A network which connects nature-rich sites, restoration areas, and other environmental projects through a series of areas of suitable habitat, habitat corridors and stepping-stones. They provide local benefits to wildlife and people, and also support regional and national approaches to protect and restore nature. Nature Networks are a commitment of [A Fairer, Greener Scotland: Programme for Government 2021-22](#).

### **Responsible Authority**

Under the SEA Act, the authority by which, or on whose behalf, the plan, programme, or strategy is being prepared.

### **Scope 1, 2 and 3 Emissions**

Scope 1, 2 and 3 emissions are different categories or “scopes” that classify the types of emissions from direct and indirect sources within a business or organisation. Scope 1 refers to direct emissions from an organisation’s owned or controlled operations, including the organisations vehicle fleet and buildings. Scope 2 refers to indirect emissions from the generation of purchased electricity, steam, heating, and cooling consumed by the organisation. Scope 3 refers to all other indirect emissions in the organisation’s value and supply chain, such as municipal and commercial waste recycling and disposal, water supply and treatment.

### **Scoping**

The process of deciding on the scope and level of detail for an SEA, including the environmental effects and alternatives which need to be considered, the assessment methods to be used, and the structure and content proposed for the Environmental Report.

### **SEA Act**

The Environmental Assessment (Scotland) Act 2005

### **SEA Directive**

European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment. Translated into Scottish legislation via the Environmental Assessment (Scotland) Act 2005.

### **SEA Indicators and Objectives**

SEA Indicators are a means by which the effects of implementing a plan, programme, or strategy can be measured and monitored.

SEA Objectives can be used to develop a systematic, rigorous, and consistent framework to assess the likely environmental impacts of implementing a plan, programme, or strategy.

### **Significant Environmental Effects**

Effects on the environment which are significant in the context of a plan, programme, or strategy. Criteria for assessing significance as part of the SEA process are set out in Annex II of the SEA Directive.

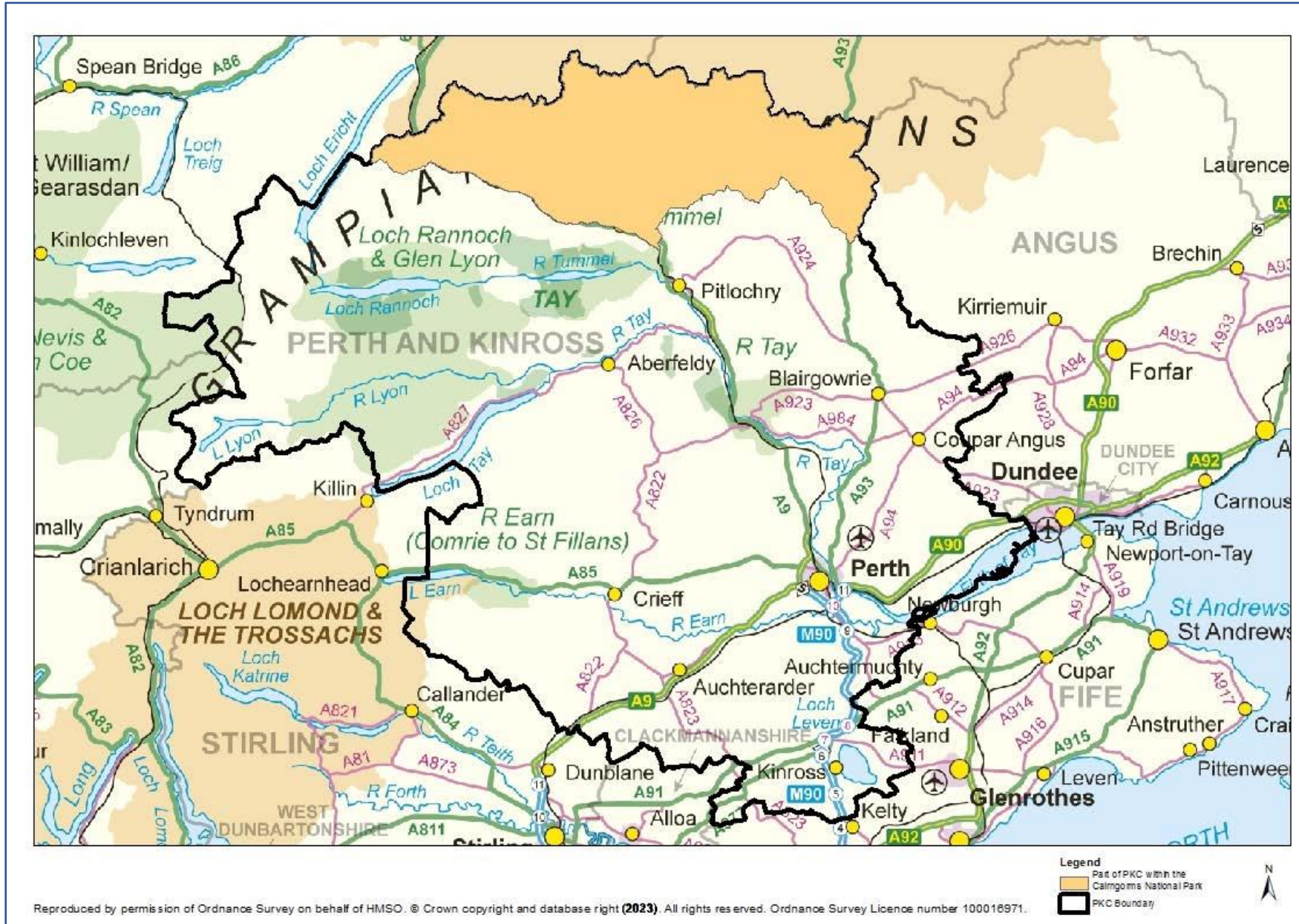
### **Synergistic Effects**

A type of cumulative effect where two or more impacts combine to produce a complex interaction where the effect may be larger or smaller than component impacts. Synergistic effects are specifically noted in the SEA Directive in order to emphasise the need for broad and comprehensive information regarding the effects.

### **Wellbeing**

A holistic, subjective state which is present when a range of feelings, among them energy, confidence, openness, enjoyment, happiness, calm and caring, are combined, and balanced.

Map 1: Area covered by the Perth and Kinross Mobility Strategy





## 2 STRATEGY CONTEXT

### 2.1 Background to the Strategy

#### 2.1.1 What is the Perth and Kinross Mobility Strategy?

The Perth and Kinross Mobility Strategy, more narrowly known as a Local Transport Strategy, will set out Perth & Kinross Council's vision for managing and developing the area's transport and active travel network over a minimum of 10 years. It will consider all modes of transport for the movement of goods and people, across Perth and Kinross, to help achieve national priorities and targets, and local objectives. It will respond to the climate change agenda, and changes in how people travel following the COVID-19 global pandemic.

The Strategy will also consider the impact of emerging technologies, digital services, housing, inclusion, poverty, health, climate adaptation, economic growth, air quality and place making on the area's transport networks (and beyond) and people's travel patterns and behaviours.

It will follow Transport Scotland's appraisal guidance (Scottish Transport Appraisal Guidance – [STAG](#)). This will help produce a strategy that is objective led and evidence based.

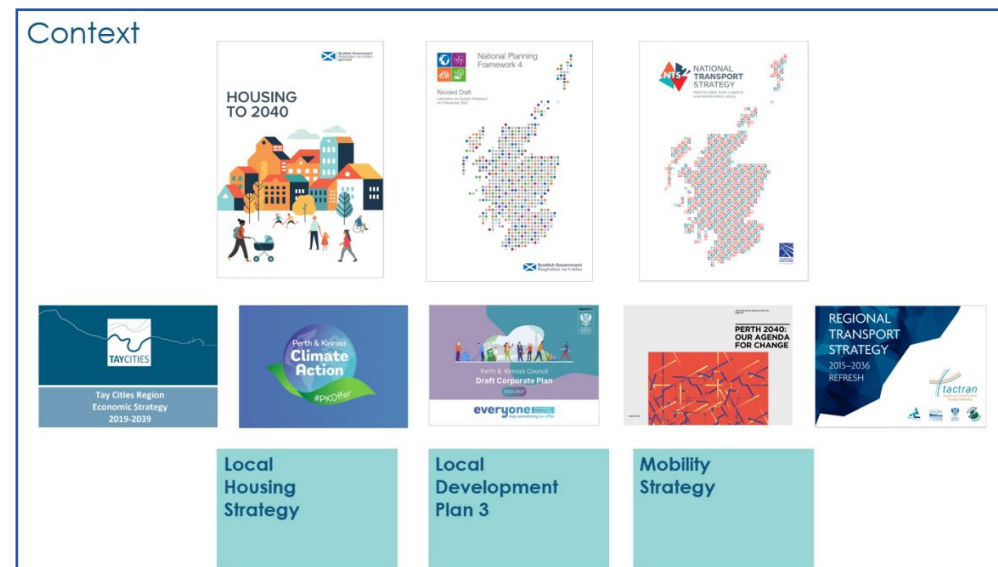
#### 2.1.2 Why Write a Mobility Strategy for Perth and Kinross?

Perth & Kinross Council's [Corporate Plan 2022-27 \(December 2022\)](#) adopted a vision for a Perth and Kinross "where everyone can live life well, free from poverty and inequality." The Corporate Plan sets out a list of local, regional, and national strategies and plans which provide the context for how we will deliver the priorities contained within it. The development of a Mobility Strategy was identified as a key strategy in delivering two Corporate Plan Priorities: tackling climate change, and a stronger and greener economy.

The Mobility Strategy is one of three place-based strategies being developed by Perth & Kinross Council's Planning & Housing Team. This includes the

Local Housing Strategy and the Local Development Plan. All three aim to deliver Perth & Kinross Council's Corporate Plan Vision, by achieving places where everyone can live life well.

Figure 1: Place-based Strategies



Other key plans and strategies which reinforce the need for a Mobility Strategy for Perth and Kinross include, [Perth & Kinross's Climate Change Strategy and Action Plan](#), and Scotland's [National Transport Strategy 2](#) (February 2020).

The Perth and Kinross Climate Change Strategy identifies six overarching principles that will shape the Council's long-term approach to climate change. The first key principle focuses on achieving a net zero Perth and Kinross aligned with Scottish Government targets. The investment blueprint for Perth & Kinross Council (PKC) states that PKC's capital expenditure will be aligned with the vision and plan for a net zero and climate resilient Perth

and Kinross. This identified the need to develop a Mobility Strategy to deliver the best return on investment in the Council’s journey to net zero.

Likewise, Scotland’s National Transport Strategy 2 sets out an ambitious vision for Scotland’s transport system for the next 20 years. The vision is underpinned by four priorities:

- 1 Reduces Inequalities
- 2 Takes Climate Action
- 3 Helps Deliver Inclusive Economic Growth, and
- 4 Improves our Health and Wellbeing.

Perth & Kinross Council’s Mobility Strategy will adopt these key priorities ensuring they are fundamental to the development and delivery of the Strategy, and the Council’s Corporate Plan Vision and Priorities.

Following the onset of the COVID-19 global pandemic, the declaration of a Global Climate Emergency, the publication of Scotland’s National Transport Strategy 2, and Tactran’s emerging Regionals Transport Strategy; Perth &

Kinross Council has started to develop a Mobility Strategy, focusing on the movement of goods and people. The Mobility Strategy will help coordinate the delivery of transport projects whilst also providing support for external funding applications.

### 2.1.3 Key Stages - Perth and Kinross Mobility Strategy

A clear and simple 3-stage approach will be used to develop the Mobility Strategy.

- Stage 1 – Main Issues Report - Complete by Spring 2023
- Stage 2 – Develop Draft Strategy – by Spring 2024
- Stage 3 – Finalising the Mobility Strategy – Complete by late 2024

Further details in relation to the proposed timetable and period for consultation and engagement on each of the stages is provided in Section 6, later in this report.

## 3 ENVIRONMENTAL BASELINE AND ISSUES

### 3.1 Introduction

The identification of the current environmental baseline conditions for the Mobility Strategy area, and their likely evolution, is an important part of the SEA process. A knowledge and understanding of existing conditions, and the consideration of their significance helps with the identification of those issues which the Strategy should be addressing and allows it to be successfully implemented and monitored.

The SEA Act requires the likely evolution of the environmental baseline for the area, in the absence of the Strategy being implemented, to be considered. This is useful in assessing the significance of effects, particularly for those conditions which may already be improving, or worsening, and the rate of that change. The type of data collected for the SEA Environmental Report will largely be determined by:

- The environmental topic to which it relates
- The SEA Objectives
- The aspects of each environmental topic “scoped in” for the basis of the assessment
- The level of assessment proposed
- The environmental data available

### 3.2 Summary of Relationship with other Relevant PPS and Environmental Objectives

The review of plans, programmes, and strategies (PPS) as part of the SEA process is a useful way of ensuring that the relationship between these documents, and the Mobility Strategy, is fully explored. It also helps to ensure that the relevant environmental protection and sustainability objectives are considered through the SEA.

Reviewing PPS can also provide appropriate information on the baseline for the Strategy area, and the key environmental and/or sustainability issues. The PPS thought to have an influence on or be influenced by the Perth and Kinross Mobility Strategy are set out in Appendix A to this report.

Plans, programmes, and strategies above the national level have in most cases been excluded from the analysis in Appendix A. This is mainly because it is assumed that all relevant international, European and UK environmental legislation has already been incorporated into national, regional and local legislation, frameworks, strategies, and guidance.

A summary of the review for some of the most pertinent documents to the Mobility Strategy has been provided below.

#### 3.2.1 National Transport Strategy 2

Scotland’s second National Transport Strategy (NTS2) was published early February 2020. It was developed following a comprehensive review of the original National Transport Strategy (NTS), which was published in 2006, and sets out an ambitious vision for the country’s transport system for the next 20 years. The vision is that:

*“We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.”*

The vision is underpinned by four interconnected priorities, with each priority also having three associated outcomes:

1. **Reduce Inequalities** – our transport system will be accessible, easy to use and affordable for all. *‘Everyone in Scotland will share in the benefits of a modern and accessible transport system.’*
2. **Take Climate Action** – our transport system will help deliver our net-zero target, adapt to the effects of climate change, and promote greener, cleaner choices. *‘People will be able to make travel choices that minimise the long-term impacts on our climate and the wellbeing of future generations.’*

3. **Help Deliver Inclusive Economic Growth** – our transport system will get people and goods where they need to get to, be reliable, efficient, and high quality, and use beneficial innovation. *‘Scotland will have a transport system that will help deliver sustainable and inclusive economic growth enabling the whole country to flourish.’*
4. **Improve our Health and Wellbeing** – our transport system will be safe and secure for all, enable us to make healthy travel choices, and help make our communities great places to live. *‘Scotland’s transport system will be safe and enable a healthy, active and fit nation.’*

NTS2’s Vision, Priorities and Outcomes are at the core of the Strategy and will be the basis on which decisions are taken, and the success of Scotland’s transport policies are measured going forward.

Inclusiveness and equality are key elements of NTS2, to help support the delivery of the Scottish Government’s goal of creating a more successful country where all can thrive as a result of increased wellbeing, and sustainable and inclusive economic growth. This will require the creation of a society that offers equal opportunities and ensures that any benefits reaped from a stronger economy are shared fairly.





NTS2 also recognises the key role of transport in achieving the Scottish Government’s net-zero greenhouse gas emissions target by 2045, and the contribution it can make to help tackle the global climate emergency is reflected throughout the Strategy.

Chapter 3 of NTS2 provides a detailed picture of current and emerging challenges for Scotland’s transport system. It considers positive data trends around more passenger journeys by rail; increased registration of ultra-low emission vehicles (ULEVs); delivery of new paths to enable more journeys to be made by walking, wheeling, and cycling, and the lowest reported road casualties since annual records began. It also recognises the challenges facing Scotland’s transport system, in terms of people experiencing problems when trying to access the services they need, greenhouse gas emissions from vehicles, businesses facing congestion and delays in reaching their customers, and continuing barriers to wider use of cycling and walking to reach destinations.

In order to successfully implement change, and deliver upon NTS2’s Vision, Priorities and Outcomes, these challenges need to be tackled. NTS2 proposes the approach to be adopted in addressing these challenges will be one of: *‘Increasing Accountability; Strengthening Evidence; and Managing Demand.’* It will involve a *‘...more joined up, collaborative and participative approach to transport assets and services to deliver a better Scotland.’*

A range of policies have also been developed as part of NTS2 to act as drivers of change, help tackle the challenges, and deliver the Strategy’s Vision, Priorities and Outcomes. The policies have been identified under the four interconnected priorities and reflect the cross-cutting nature of the Strategy’s themes and will help to embed the Sustainable Travel Hierarchy in decision making. They are *‘high-level statements of intent’*, and do not include specific detailed interventions. The interventions, like projects or programmes are included in the Strategy’s Delivery Plan.

Table 1: National Transport Strategy 2 Priorities, Outcomes, and Policies

NTS2 Priorities	Relevant Outcomes	Related Policies
 <p>Reduces Inequalities</p>	<ul style="list-style-type: none"> <li>• Will provide fair access to services we need</li> <li>• Will be easy to use for all</li> <li>• Will be affordable for all</li> </ul>	<ul style="list-style-type: none"> <li>– Minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of lifeline services</li> <li>– Ensure transport in Scotland is accessible to all by supporting the implementation and development of Scotland’s Accessible Travel Framework</li> <li>– Remove barriers to public transport connectivity and accessibility within Scotland</li> <li>– Improve sustainable access to healthcare facilities for staff, patients, and visitors</li> <li>– Ensure sustainable, public, and active travel access to employment, education and training locations</li> </ul>
 <p>Takes Climate Action</p>	<ul style="list-style-type: none"> <li>• Will help deliver our net-zero target</li> <li>• Will adapt to the effects of climate change</li> <li>• Will promote greener, cleaner choices</li> </ul>	<ul style="list-style-type: none"> <li>– Reduce emissions generated by the transport system to mitigate climate change</li> <li>– Reduce emissions generated by the transport system to improve air quality</li> <li>– Ensure the transport system adapts to the projected climate change impacts</li> <li>– Support management of demand to encourage more sustainable transport choices</li> <li>– Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods</li> <li>– Improve the quality and availability of information to enable all to make more sustainable transport choices</li> </ul>
 <p>Helps Deliver Inclusive Economic Growth</p>	<ul style="list-style-type: none"> <li>• Will get people and goods where they need to go to</li> <li>• Will be reliable, efficient, and high quality</li> <li>• Will use beneficial innovation</li> </ul>	<ul style="list-style-type: none"> <li>– Increase resilience of Scotland’s transport system from disruption and promote a culture of shared responsibility</li> <li>– Increase the use of asset management across the transport system</li> <li>– Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally</li> <li>– Ensure gateways to and from international markets are resilient and integrated into wider transport networks to encourage people to live, study, visit and invest in Scotland</li> <li>– Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations</li> <li>– Meet the changing employment and skills demands of the transport industry and upskill workers</li> <li>– Integrate transport and wider infrastructure policies and investments, including digital and energy, to unlock greater benefits</li> </ul>
 <p>Improves Our Health and Wellbeing</p>	<ul style="list-style-type: none"> <li>• Will be safe and secure for all</li> <li>• Will enable use to make healthy travel choices</li> <li>• Will help make our communities great places to live</li> </ul>	<ul style="list-style-type: none"> <li>– Increase safety of the transport system and meet casualty reduction targets</li> <li>– Implement measures that will improve perceived and actual security of Scotland’s transport system</li> <li>– Ensure the negative impacts which transport has on the safety, health, and wellbeing of people</li> <li>– Provide a transport system that promotes and facilitates active travel choices which help to improve people’s health and wellbeing across mainland Scotland and the Islands</li> <li>– Embed the implications for transport in spatial planning and land use decision making</li> </ul>



NTS2 concludes that we all have a responsibility for the Strategy's successful delivery, local and central governments in implementing policies; businesses and individuals in taking account of their actions, the wider impacts on society in our decisions on travel and how we make those journeys.

### 3.2.2 Strategic Environmental Assessment (SEA) - National Transport Strategy 2

The Draft for Consultation National Transport Strategy 2 (NTS2) was subject to a [Strategic Environmental Assessment](#). Both the Draft Strategy and the SEA Environmental Report were consulted upon from July to October 2019, and the comments received during those exercises were used to shape the final version of NTS2. The approach to the assessment was a three-stage approach. Stage One considered the likely significant effects that could arise from the draft High Level Policies. Stage Two expanded on the findings from Stage One to consider the potential impacts across the Strategy's Four Priorities; and Stage Three looked at the potential for in-combination and cumulative effects of the Strategy.

Overall, the SEA concluded that there is the potential for significant positive effects as a result of implementing NTS2, but also there is a risk of some negative impacts. In particular, the most likely significant positive environmental effects are expected for SEA Topic Climatic Factors, particularly where a focus is given to reducing the transport sector's contribution to greenhouse gas (GHG) emissions. For example, through encouraging a modal shift to more sustainable modes of transport, increasing efficiencies across the network, and supporting new technologies.

As the demand for transport is a result of land use, and the provision of transport in turn influences land use patterns, where there is a greater integration of planning and transport considerations, it was concluded there is also likely to be benefits for SEA Topic Climatic Factors. The recently ratified National Planning Framework 4 along with STPR2 offers the chance to further align spatial planning with transport matters, with the potential

for further benefits for SEA Topic Population and Human Health at a local level, through encouraging greater community engagement in the planning process.

Increased accessibility of the transport system, which will bring with it access to goods and services, such as employment and healthcare, can also lead to benefits for Population and Human Health. The opportunity exists to reduce barriers to accessibility as a result of location, income, disability, or age, but consideration will need to be given to the potential for increased uptake of less sustainable modes of transport with subsequent negative implications for SEA Topics Climatic Factors, Air (quality), and Population and Human Health. In addition, increased surface transport movement around key infrastructure hubs (e.g., airports and ports) can also lead to local level impacts like poor air quality and increased noise exposure.

Decarbonisation of the transport sector has the potential to significantly contribute to improving air quality in Scotland, with associated benefits for Population and Human Health. Such benefits are likely to be experienced more so in those areas where air quality issues currently exist, like urban areas, and where action is focused on those at greatest risk. A close relationship exists between air quality and noise, and transport is a significant source of both. Where action is taken to improve air quality, it will also have positive effects on SEA Topic Population and Human Health through reduced exposure to noise. Furthermore, measures aimed at encouraging a modal shift from private vehicle use to active travel, are likely to have health benefits where they result in increased physical activity and improved mental wellbeing.

The ability of the transport system to adapt to the challenges of expected intensified adverse and unpredictable impacts of climate change, will be critical. Where a focus is given to vulnerable areas or communities, the SEA highlights that this will result in particular benefits for SEA Topic Population and Human Health due to maintaining access to vital goods and services. By ensuring the existing network is fit for purpose and its lifespan prolonged, it is expected that there will positive effects on SEA Topics: Climatic Factors,

Population and Human Health, and Material Assets. Positive benefits could also arise from better alignment between transport, energy, and digital networks to support a modal shift and the uptake of new technologies.

A detailed summary of the Stage One to Three findings for each of the SEA Topics has been provided in Appendix B to this Scoping Report.

Local authorities, on their own and jointly as part of regional transport partnerships, have a central role in delivering the improvements necessary to achieve the vision, priorities and outcomes set out in the National Transport Strategy (NTS). The NTS shows transport as an enabler – supporting priorities to reduce inequalities, take climate action, deliver inclusive economic growth, and improve health and wellbeing. The Mobility Strategy is Perth & Kinross Council’s Local Transport Strategy. It seeks to support the delivery of the national vision, priorities, and outcomes for transport, within a local context. The Strategy is seen as a mechanism to improve access to opportunities – such as education, work, training, and social activities, without limiting the objectives and solutions to transport.

### [3.2.3 National Planning Framework 4](#)

The new National Planning Framework, more commonly known as NPF4, was recently adopted and published in February. NPF4 is required under the Planning (Scotland) Act 2019 and sets out the Scottish Ministers’ policies and proposals for the development and use of land. The Framework plays a key role in supporting the delivery of Scotland’s 11 National Outcomes, and the United Nations 17 Sustainable Development Goals.

NPF4 is divided into 3 parts. Part 1 provides a long-term Spatial Strategy for Scotland to 2045. It includes 6 overarching spatial principles, which all future places are to be planned in line with; an introduction to each of the Framework’s 3 key themes: *Sustainable Places*, *Liveable Places*, and *Productive Places*, and an overview as to how the delivery of these themes will be supported by the National Spatial Strategy and individual National Developments. Part 1 also includes a section on Regional Spatial Priorities

for the 5 identified regions. The Perth and Kinross area falls within the North and Central regions. Part 2 is the National Planning Policy section, containing 33 individual topic or issue-based policies, divided up by relevance, under the Framework’s 3 key themes. Finally, Part 3 contains Annexes A to G. These provide, amongst other things: a guide on how to use the Framework; Statements of Need for each of the 18 National Developments identified in NPF4; detailed information on Spatial Planning Priorities for the 5 regions, which is to help guide the preparation of Regional Spatial Strategies and Local Development Plans; and the Minimum All-Tenure Housing Land Requirements (MATHLR) for each Local and National Park Authority area in Scotland.

Unlike previous iterations of the National Planning Framework, NPF4 forms part of the Statutory Development Plan, alongside Local Development Plans (LDPs). It supersedes both NPF3 and Scottish Planning Policy (SPP) (2014), and all strategic development plans (SDPs), including TAYplan, and any supplementary guidance issued in connection with SDPs.

The content and format of the Framework reinforces the importance of the interconnected nature of the policies, and the Scottish Government’s expectations for the planning system to take a place-based approach to facilitate the delivery of place-based outcomes. It also makes it clear that the dual crises of climate and ecology must both be given significant weight in land use planning decision making for all development proposals.

Specifically in terms of transport and active travel, NPF4 contains policies on: ‘Sustainable transport’ (Policy 13, Sustainable Places); ‘Local living and 20 minute neighbourhoods’ (Policy 15, Liveable Places), and ‘Blue and green infrastructure’ (Policy 20, Liveable Places).

The intention of Policy 13 is *‘to encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably.’* It seeks investment in transport infrastructure to support connectivity and reflect place-based approaches and local living; more, better, safer, and more

inclusive active and sustainable travel options, and developments in locations which support sustainable travel.

Policy 15 aims *‘to encourage, promote and facilitate the application of the Place Principle and create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling, or cycling, or using sustainable transport options.’*

Policy 20 seeks *‘to protect and enhance blue and green infrastructure and their networks’*, recognising that these assets can be designed to deliver multiple benefits, not only around climate mitigation, biodiversity enhancement and water management etc., but that they can also serve as attractive active travel routes.

NPF4 also includes a specific policy on applying an *‘Infrastructure first’* approach to land use planning (Policy 18, Liveable Places). This is a new policy area, which seeks *‘to encourage, promote and facilitate an ... approach...which puts infrastructure at the heart of placemaking.’* The Scottish Government’s desired outcomes for Policy 18 in action include ensuring that:

- *‘Infrastructure considerations are integral to development planning and decision making, [and that] the potential impacts on infrastructure and infrastructure needs are understood early in the development planning process as part of an evidenced based approach.*
- *Existing infrastructure assets are used sustainably, prioritising low-carbon solutions, [and]*
- *Infrastructure requirements, and their planned delivery to meet the needs of communities, are clear.’*

The *‘Infrastructure first’* Policy applies to communications, existing and planned transport infrastructure and services, water management, energy supplies/energy generation, health and social care services, education, green and blue infrastructure, and spaces for play and recreation.

### 3.2.4 [Tactran Regional Transport Strategy 2015-2036 \(Refresh\)](#)

The purpose of the Refresh was not to change the direction of the Regional Transport Strategy, but to incorporate significant developments in policy, and better align it with the then new TAYplan Strategic Development Plan (SDP) and its transport implications, the new LDP system, and also emerging Community Planning Partnership Single Outcome Agreements. It should be noted that following the enactment of the Planning (Scotland) Act 2019, TAYplan SDP is no longer in force.

Tactran’s Vision Statement sets out the strategic direction and outcomes they want the Regional Transport Strategy (RTS) to achieve over the 21 year period of the Strategy, and beyond. This is to deliver:

*‘a transport system, shaped by engagement with its citizens, which helps deliver prosperity and connects communities across the region and beyond, which is socially inclusive and environmentally sustainable, and which promotes the health and wellbeing of all.’*

The RTS Objectives have been developed under six broad themes: Economy; Accessibility, Equity & Social Inclusion; Environment; Health & Wellbeing; Safety & Security; and Integration. Each theme has an overarching objective and also related supporting sub-objectives.

1. **Economy** – To ensure transport helps to deliver regional prosperity
2. **Accessibility, Equity & Social Inclusion** – To improve accessibility for all, particularly for those suffering from social isolation
3. **Environment** – To ensure that the transport system contributes to safeguarding the environment and promotes opportunities for improvement
4. **Health & Wellbeing** – To promote the health and wellbeing of communities
5. **Safety & Security** – To improve the real and perceived safety and security of the transport network
6. **Integration** – To improve integration both within transport and between transport and other policy areas

The refreshed RTS has three Key Strategic Themes:

1. Economic Prosperity
2. Connecting Communities and Being Socially Inclusive
3. Environmental Sustainability and Promoting Health and Wellbeing

The previous Strategy (2008-2023) identified twenty-three Strategic Actions, which the Partnership would pursue in order to deliver the key objectives of the RTS. During the first seven years of the RTS, significant progress was made on implementing these Actions. The original Strategic Actions have been updated and redefined to reflect the changes and progress identified in the Refresh document. These updated Actions are set out in Table 2 on the following pages.

Table 2: Tactran Regional Transport Strategy Key Strategic Themes and Actions

Key Strategic Theme	Strategic Actions (of relevance to Perth and Kinross)
<p><b>Economic Prosperity</b></p>	<p>Effective and efficient multi-modal connectivity is key to the success of economic regeneration initiatives. Improved and more efficient regional connectivity supports achievement of Community Planning Partnership Single Outcome Agreement, which include promoting prosperous and sustainable economic development.</p> <p>The Strategy seeks to maintain and enhance the economic prosperity of the region by:</p> <ul style="list-style-type: none"> <li>• Ensuring good connectivity between the TACTRAN region and the rest of the UK</li> <li>• Ensuring good connectivity between the region’s three cities (Dundee, Perth, Stirling), their surrounding rural areas and Scotland’s other cities</li> <li>• Ensuring that all transport supports efforts to encourage town centre growth</li> <li>• Securing improvements to and improving road safety on the Regional Road network, particularly removing delays and bottlenecks which hinder the efficient movement of people and goods and undermine the region’s economic performance</li> <li>• Enhancing the role of buses (access to employment, tourism and enhancing the region’s economy)</li> <li>• Securing improvements to the rail network within the STPR (enable increased provision and opportunities – passenger and freight movement)</li> <li>• Supporting efficient movement of freight within and through the region</li> <li>• Support the role of ports and airports in supporting the region’s economy through appropriate transport infrastructure, including improved rail and road connections</li> <li>• Managing growing demand on transport system in a sustainable way</li> </ul>
<p><b>Connecting Communities and Being Socially Inclusive</b></p>	<p>The ability to access key services and facilities within a reasonable time and at a reasonable cost is an essential aspect of an inclusive society. Connectivity in rural areas, which lack local services and facilities is especially important. Appropriate public transport should be available for all those without access to a car, or who cannot make use of conventional scheduled bus services.</p> <p>The RTS Refresh supports the aims of the UN Convention on the Rights of People with Disabilities to <i>“promote, protect and ensure the full and equal enjoyment of all human rights and fundamental freedoms by all persons with disabilities, and to promote respect for their inherent dignity.”</i></p> <p>The Strategy seeks to improve community connectivity, accessibility and social inclusion by:</p> <ul style="list-style-type: none"> <li>• Ensuring transport networks provide the links between individual communities, enabling people to have access to goods and services by either public or private transport</li> </ul>

Key Strategic Theme	Strategic Actions (of relevance to Perth and Kinross)
	<ul style="list-style-type: none"> <li>• Developing a public transport network that is accessible to all and enables people to access the region’s main centres of employment, retail, education and tourism</li> <li>• Ensuring a coordinated approach to considering and planning health and transport provision</li> <li>• Improving the quality and integration of our public transport services across the region</li> <li>• Maximising the role and contribution of Community Transport, social enterprise and car clubs in improving general accessibility and social inclusion</li> <li>• Ensuring walking and cycling form part of an integrated accessible transport system</li> <li>• Recognising the role that motorcycling can play in enhancing accessibility</li> <li>• Recognising and addressing the accessibility needs of rural communities</li> <li>• Encouraging the use of innovative solutions to tackle transport issues</li> </ul>
<b>Environmental Sustainability and Promoting Health and Wellbeing</b>	<p>The National Transport Strategy identifies the key challenge for transport in addressing the causes and effects of climate change, reducing greenhouse gas emissions, and achieving a low carbon economy is to “...break the link between economic growth, increased traffic and increased emissions.”</p> <p>Regional Transport Strategies have their part to play in contributing to achieving reductions in local and global transport emissions and improving local air quality and health.</p> <p>Community/Local Outcome Improvement Plans across the region highlight the importance of reducing carbon footprints; having a clean, healthy, and safe environment with improved air quality; and reducing risk factors that lead to health inequalities.</p> <p>The allocation and development of land should follow the framework set out in SPP to avoid unmanageable additional demands being placed on the transport system. Individual planning applications are required to demonstrate means of mitigating impacts on the transport system, particularly through the implementation and monitoring of sustainable Travel Plans.</p> <p>Transport safety and active travel have an important role to play in improving the health and wellbeing of the region’s population.</p> <p>The Strategy seeks to promote environmental sustainability and improved health and wellbeing by:</p> <ul style="list-style-type: none"> <li>• Supporting improvements in the movement of people and goods via sustainable means, including maximising the use of public transport and rail and water-borne freight</li> <li>• Promoting the use of alternative fuels, particularly electric and hydrogen power, and the use of renewable energy sources in infrastructure</li> <li>• Encouraging development proposals to contribute to sustainability and implement effective Travel Plans which maximise the potential for active travel options, public transport, and other sustainable travel choices (continued use of planning agreements)</li> <li>• Ensuring the RTS is fully integrated within land use planning processes through engagement</li> <li>• Taking a lead in the promotion and development of active Travel Plans at major centres of employment, hospitals, and other health establishments (in partnership with Councils, Health Boards, and the private sector)</li> <li>• Promoting a range of behavioural change measures</li> <li>• Promoting infrastructure improvements to safely promote the active travel options for walking and cycling (both urban and rural environment)</li> <li>• Supporting initiatives that address transport related air quality and noise impacts</li> <li>• Ensuring transport in the region contributes to national targets and obligations relating to reducing greenhouse gas emissions</li> <li>• Promoting active travel modes to contribute to healthy lifestyles, and making effective use of Green Networks for work, education, shopping, and leisure purposes</li> </ul>



A number of detailed strategies or frameworks have been developed since the 2008-2023 RTS was approved. These cover Strategic Connectivity, Active Travel, Buses, Freight, Health & Transport, Park & Ride, Rail, Travel Information, and Travel Planning. They draw on the RTS Objectives and set out in more detail the policy and delivery framework for specific strands of the RTS.

The strategies or frameworks of particular relevance to the Perth and Kinross Mobility Strategy, and their related actions, are set out in detail under Table B3 in Appendix B. Table B3 also provides a summary of the Strategic Environmental Assessment findings for these strategies and frameworks.

### [3.2.5 SEA - Tactran Regional Transport Strategy 2015-2036 \(Refresh\)](#)

The 2015- 2036 RTS was a refresh, rather than a full review, and as such the Objectives and Key Strategic Themes contained within the previous 2008 version remained unchanged. It was therefore identified as part of the SEA Scoping exercise for the RTS, that these key elements were not to be reassessed, due to the 2008 SEA still remaining valid. Instead, the SEA for the 'Refresh' concentrated on an assessment of the detailed strategies or frameworks which were developed since the approval of the 2008 RTS. Table B3, Appendix B sets out in detail the strategies and frameworks of particular relevance to the Perth and Kinross Mobility Strategy, along with their related actions and summary of likely significant environmental effects.

Overall, the SEA for the RTS Refresh concluded that at the time the assessment was carried out, the Strategy would have no major, identifiable, detrimental impacts on the environment. However, some negative or uncertain impacts were identified, and mitigation measures explored. Furthermore, the SEA Environmental Report notes that some of the infrastructure proposals contained within the 'Refresh' document were at outline stage at the time of the assessment being undertaken, and as such have unknown physical impacts. Therefore, the need to fully consider the

potential impacts during the progressing of these proposals in line with the principles of STAG (Scottish Transport Appraisal Guidance) is flagged. This is due to STAG process including appraisal of environmental impacts, to identify a preferred option for proposals before they can be taken forward.

Regional Transport Strategies and Delivery Plans provide the regional priorities, projects, actions, and services, aligned with the NTS priorities. While these provide a framework for travel and transport in the region, the RTS generally has a particular focus on regional travel covering several Local Authority boundaries, i.e., travel between local authorities rather than travel wholly within local authority areas. The Perth and Kinross Mobility Strategy will consider transport within the context of its local area but will do so in alignment with the overall vision, priorities and actions contained within the RTS.

### [3.2.6 New Tactran Regional Transport Strategy 2023-2033](#)

It is worth noting that work has now begun on producing a [new Regional Transport Strategy](#) in order to consider the challenges and opportunities that have arisen since the previous 2015 – 2036 Refresh was approved. The RTS will be updated to consider the impacts on the Region of the Scottish Government's Climate Change Emergency Declaration, National Transport Strategy 2 (NTS2), Strategic Transport Projects Review 2 (STPR2), the Tay Cities and Stirling & Clackmannanshire City Region Deals, National Planning Framework 4, new and emerging Local Development Plans and Regional Spatial Strategies, and the impacts of COVID-19. It will be important that the development of the Perth and Kinross Mobility Strategy is mindful of progress on the RTS to ensure it is aligned with its updated vision, priorities, and actions.

### [3.2.7 Perth & Kinross Council Corporate Plan](#)

The Perth & Kinross Council Corporate Plan 2022-2027, sets out the Council's vision for a Perth and Kinross '*where everyone can live life well, free from poverty and inequality.*' It proposes a number of key priorities for

the 5-year period 2022-2027. It also reflects the principles of the [Perth and Kinross Offer](#), which sets out the Council's commitment to better engage with people and communities, and ensure they have their say and are involved at an earlier stage in strategic planning discussions.

In order to achieve the Corporate Plan Vision, the Council will work with and within its communities to ensure that:

- Children and young people grow up safe, respected, well-educated, and confident in their ability to realise their full potential
- People and businesses are increasingly able to prosper in a local economy which supports low carbon ambitions and offers opportunities for all
- People can achieve their best physical and mental health and have access to quality care and support when they need it
- Communities are resilient and physically, digitally, and socially connected.
- Perth and Kinross is a safe and vibrant place, mitigating the impacts of climate and environmental change for this and future generations

Through the Corporate Plan, the Council has identified seven priority areas which it believes it can directly influence and have the most impact on, and those which are most important to delivering the vision of Perth and Kinross as a place where everyone can *'live life well, free from poverty and inequality.'*

Figure 2: Perth & Kinross Council 's Corporate Plan Priorities



1. Working in partnership with communities
2. Tackling poverty
3. Tackling climate change and supporting sustainable places
4. Developing a resilient, stronger, and greener local economy
5. Enabling our children and young people to achieve their full potential
6. Protecting and caring for our most vulnerable people
7. Supporting and promoting physical and mental wellbeing

As Council resources are limited, these priorities will act as a guide for difficult decision-making about where to invest the Council's funding and staff time, and how to make the best use of other assets.

Delivery of the seven priorities will be underpinned by a set of key principles:

- Focusing on need informed by evidence and data, rather than demand
- Working with our communities and partners, and putting people first
- Being a visible and valued part of our communities, engaging with and being accessible and responsive to our residents
- Prevention and early intervention to help achieve the best long-term results for people
- Supporting our workforce to be the best, ensuring they are well-trained and empowered to make decisions
- Making best use of available assets including transferring or otherwise disposing of those which can best serve the community in a different way
- Remaining true to our organisational values of integrity, compassion, and ambition

Key actions have also been identified for each of the seven Corporate Plan Priorities (See Table 3 below), along with a suite of Performance Indicators to allow regular monitoring of the Council's performance against these

priorities. This will ensure that the Corporate Plan Priorities remain relevant and effectively contribute to the Council's Vision.

Table 3: Perth & Kinross Council Corporate Plan Priorities and Key Actions

Corporate Plan Priority	Relevant Key Actions
1 Working in partnership with communities	<ul style="list-style-type: none"> <li>– Establish locality multidisciplinary teams working with our community planning partners and residents to identify and address local solutions to local needs</li> <li>– Increase the supply and availability of rural housing</li> <li>– Develop and expand our approach to working with communities to identify local actions and priorities and deliver on these together</li> <li>– Deliver our internal cultural change programme ensuring all staff contribute to our commitment to engage with and be accessible and responsive to our residents and communities</li> </ul>
2 Tackling poverty	<ul style="list-style-type: none"> <li>– Prevent and mitigate the impacts of poverty for children living in Perth and Kinross</li> <li>– Mitigate cost of living pressures for households experiencing or at risk of poverty</li> <li>– Maximise income from benefit entitlement and concessions for households</li> <li>– Promote and encourage local employers to follow the principles of the Scottish Government Fair Work Action Plan, including the real Living Wage and Scottish Business Pledge.</li> </ul>
3 Tackling climate change and supporting sustainable places	<ul style="list-style-type: none"> <li>– Support the prioritisation of sustainable, cleaner, and greener transport in line with the National and Regional Transport Strategies</li> <li>– Improve the energy efficiency of our Council housing stock and public buildings, and encourage our partners and private householders to consider where they can make improvements</li> <li>– To conserve and enhance the biodiversity of our natural environment</li> <li>– To adapt to and mitigate the impact of climate change on the way we operate</li> </ul>
4 Developing a resilient, stronger, and greener local economy	<ul style="list-style-type: none"> <li>– Support and promote business growth, business and place innovation and investment in both our urban and rural areas</li> <li>– Invest in innovative green power and smart technology solutions to reduce reliance on electricity from the national grid and create opportunities for business growth and regeneration</li> <li>– Promote what our city and towns have to offer to businesses, investors and tourists by capitalising on built and natural heritage and assets such as the new Perth Museum and the benefits to the whole area of Perth's status as UNESCO City of Craft and Folk Art</li> <li>– Support individuals into work and to progress into better paid work, encouraging businesses to access initiatives to create new opportunities for those furthest from the employment market and those currently in low wage jobs</li> </ul>



Corporate Plan Priority	Relevant Key Actions
5 Enabling our children and young people to achieve their full potential	<ul style="list-style-type: none"> <li>– Ensure inclusive and quality education for all and promote lifelong learning</li> <li>– Reduce the poverty-related attainment gap</li> <li>– Ensure that Looked After Children and children and young people with additional support needs achieve health, wellbeing, and education outcomes comparable with their peers</li> </ul>
6 Protecting and caring for our most vulnerable people	<ul style="list-style-type: none"> <li>– Ensure we quickly identify children, young people, and adults at risk of harm and abuse and take the necessary actions to keep them safe</li> <li>– Ensure that people get the right care, accommodation, and support where and when they need it</li> <li>– Prepare for the establishment of the National Care Service and continue to strive for excellent health and social care outcomes for the people of Perth and Kinross</li> <li>– Work with partners to reduce re-offending and support effective interventions for people in the justice system</li> </ul>
7 Supporting and promoting physical and mental wellbeing	<ul style="list-style-type: none"> <li>– Work with partners to provide localised health and social care provision in areas of greatest need and in those most geographically distant from services</li> <li>– Improve health and wellbeing in Perth and Kinross by increasing overall participation in sport and physical activity and promoting the wellbeing benefits of time spent in our natural surroundings</li> </ul>

Appendix 1 to the Corporate Plan also sets out a list of local, regional, and national strategies and plans which provide the context for how the Council will deliver the seven priorities. The development of a Mobility Strategy was identified as a key strategy in delivering Priorities 3 and 4: ‘Tackling climate change and supporting sustainable places’, and ‘Developing a resilient, stronger, and greener local economy.’

As previously highlighted at Section 2.1.2, the Mobility Strategy is one of three place-based strategies being developed by Perth & Kinross Council’s Planning & Housing Strategy Team. All three aim to deliver Perth & Kinross Council’s Corporate Plan Vision, by achieving places where everyone can live life well.

### 3.2.8 [Perth and Kinross Climate Change Strategy and Action Plan](#)

In June 2019 Perth & Kinross Council acknowledged its responsibilities in relation to the global climate emergency, by unanimously passing a Motion committing the Council to lead by example in accelerating the change required to address climate change. The Chief Executive was tasked with setting out a route map to deliver, through co-production with citizens and other stakeholders, a low carbon Perth and Kinross.

The first stage in this journey was the development of an Interim Climate Emergency Report and Action Plan, which was approved by Council in December 2019. This Interim Report formed the basis of a conversation starter with the Council’s elected representatives (national and local), and its partners and communities, giving all a chance to play a part in delivering a low carbon and climate resilient Perth and Kinross.

The report set out the size and complexity of the challenge for Perth & Kinross Council as an organisation, as well as for the wider Council Area. It explored the increasing range of relevant policies, targets, and legislation (international, national, and local) and how they will direct and influence our activities over the next decades to come. In addition, the Interim Report identified our projects for taking forward a programme of comprehensive engagement on climate change, to develop a shared vision, strategy, and actions, as well as cataloguing the extensive activity the Council and partners were and are already carrying out to achieve a net zero carbon future. It also spelt out the Council's commitment to a 'Just Transition', to ensure progress on climate actions is made in a way that ensures fairness and equity, and that our most vulnerable people and communities are not further disadvantaged through climate change transformation.

The next stage in the Council's climate change action journey was the development of the Climate Change Strategy and Action Plan, which was approved by Council in December 2021. The Strategy and associated Action Plan set out the next steps and an initial route map to achieving net zero emissions in Perth and Kinross by 2045, and a climate resilient future. The approach taken builds on the substantial work already undertaken by the Council and partners but at the same time recognises the scale of the challenge to successfully achieve the significant societal and technological shifts required.

The Strategy identifies six overarching principles that will shape the Council's long-term approach to climate change:

- 1 Achieving net zero aligned with the Paris Agreement and the Scottish Government Targets, with the ambition of achieving them sooner
- 2 Building a more resilient Perth and Kinross
- 3 Ensuring climate action is fair and benefits all, and we deliver a green recovery from COVID-19
- 4 Enhancing biodiversity to help avoid an ecological emergency
- 5 Engaging and empowering children and young people to take action on climate change
- 6 Empowering our communities and businesses to take climate action in line with the Perth and Kinross Offer

The Action Plan is divided into eight thematic areas: Transport, Buildings and Energy, Business and Industry, Waste and Circular Economy, Land Use, Climate Resilience, Education and Engagement, and Governance. For each of these eight topic areas an overview is provided of any relevant national targets, key themes to meet the challenge, a road map of actions to achieve those targets, a list of key challenges and opportunities, and a set of Key Performance Indicators (KPI) to monitor progress against.

In terms of Transport, the Council's Climate Action Plan identifies the following key targets, data, theme actions, challenges, and opportunities:

Table 4: Perth and Kinross Climate Action Plan – Transport

<p><b>Transport Overview</b></p>	<ul style="list-style-type: none"> <li>● <b>Transport sector to be net zero by 2045</b></li> <li>● <b>75% reduction in emissions by 2030</b></li> <li>● <b>No new petrol or diesel cars by 2030</b></li> <li>● <b>2030 develop electric vehicle (EV) network to support EV uptake</b></li> <li>● <b>20% reduction in vehicle kilometres required across Scotland by 2030</b></li> <li>● <b>Decarbonisation of public sector fleets</b> <ul style="list-style-type: none"> <li>– <b>Light fleet 2025</b></li> <li>– <b>Heavy fleet 2030</b></li> </ul> </li> <li>● <b>2023 Establish Low Emissions Zones (LEZ) to transform towns and cities into cleaner, healthier places, to live, work and visit</b></li> </ul>
<p><b>Climate Action within Perth and Kinross</b></p>	<ul style="list-style-type: none"> <li>● Transport emissions have decreased by 10% between 2005 and 2019</li> <li>● Greater reduction in emissions associated with Motorways and A-Roads than minor roads</li> <li>● 2020/21 Transport emissions made up 7.1% of PKCs overall Scope 1, 2 and 3 emissions<sup>1</sup> – showing a decreasing trend compared to 2019/20 and 2018/19 figures (8.3% and 9.4% respectively)</li> <li>● Emissions Transport sources account for a small percentage (24%) of the Council’s Scope 1 emissions – Heavy Goods Vehicles (HGVs) account for 16.1% of these Scope 1 emissions</li> <li>● Active and public transport improvements are an on-going project</li> <li>● EV infrastructure is being continually expanded – currently 50 EV charging points available within the Perth and Kinross Area</li> <li>● Air quality within Perth and Kinross has been improving in recent years</li> <li>● Pollution levels within Crieff Air Quality Management Area (AQMA) have remained within national objectives for several years – AQMA could be revoked if levels continue to stay low</li> <li>● £6.5 million funding received from Sustrans Places for Everyone Programme</li> <li>● 1.88 million miles of subsidised local public transport</li> <li>● 23 Community Transport schemes in place across Perth and Kinross</li> <li>● PKC have committed to decarbonising its transportation fleet, replacing the fleet of petrol and diesel vehicles with ultra-low emission vehicles</li> </ul>
<p><b>Key Themes</b></p>	<ul style="list-style-type: none"> <li>● Increase active transport across Perth and Kinross – a new Mobility Strategy will be crucial to develop the detail associated with individual projects, including a plan for delivering a comprehensive active travel network, the growth of urban logistics and the development of new technologies applicable to the transport field.</li> <li>● Accelerate the EV transition</li> <li>● Improve public transport provision</li> <li>● Reduce vehicles in town centres</li> <li>● Ensure resilient transport systems</li> </ul>
<p><b>Key Challenges and Opportunities</b></p>	<ul style="list-style-type: none"> <li>● <b>COVID-19 Changes:</b> still a significant degree of uncertainty in terms of how people will carry out their daily activities; car volumes appear to be back at pre-COVID levels, but noticeable changes in the distribution of travel throughout the day, and a significant reduction in public transport usage. Caveat for figures – many major employers have continued with homeworking in some shape or form as a model for staff.</li> </ul>

- **Homeworking:** looks like to remain at least on a hybrid basis. Both bus and rail transport have fundamental issues to consider in the future and how their business models will work. In terms of PKC future revenue budget provision, the impacts and changes on future delivery of bus services is particularly important.
- **Reducing Vehicle KMs:** 20% reduction in vehicle KMs by 2030 is a key challenge. If it was all met by increased public transport usage, this would be equivalent to a 360% increase on 2019 levels. Projected population growth, especially in edge of town developments, will pose additional challenges to achieving this target.
- **Rural Transport:** Perth and Kinross has a large rural population, which poses many challenges for efficient transport emission reductions. It will require innovative approaches, including around demand responsive transport. EVs also have the potential to have a big impact on rural transport emissions.
- **EV Affordability and Access:** Whilst EVs will play an important part of the net zero transition, it is important that they are only part of the solution, owing to the cost of EVs still remaining unaffordable to many residents. Availability of public charging facilities will be crucial to encouraging the EV transitions – requiring a strategic approach to EV charging ensuring both urban and rural areas have comprehensive facilities to cater for the long-distance traveller, visiting tourist, as well as those in flats with no access to onsite charging.
- **Data Gaps:** Currently a lack of accurate real time data and information. This will be critical to maximising the efficiency of the transport network and understanding the effectiveness of different measures. Faster emissions feedback is needed from annual Business, Energy and Industrial Strategy (BEIS) data.

Measuring Progress	Key Theme	Key Performance Indicator (KPI)	Baseline Value
Increase active transport across Perth and Kinross		% journeys to work by sustainable (non-car) mode of transport	Commuting accounted for 19% of all journeys, and 27% of journeys to work were by sustainable (non-car) modes of transport <b>(2019)</b>
		% child journeys to school by walking/cycling	51% of child journeys to school were by walking/cycling, compared to the Scottish average of 53% <b>(2016)</b>
		% journeys to work by walking/cycling	18% of journeys to work were by walking/cycling, compared to the Scottish average of 15% <b>(2019)</b>
		Total vehicle kms - split by Trunk roads and Local Roads	Total vehicle km in Perth and Kinross = 2619.05 million kms, which represents a 1% reduction on the previous period <b>(2019)</b>
Accelerate the EV transition		Number of public EV charging points (by category)	50 EV charging points, of which 82% are fast or rapid charging <b>(Feb 2022)</b>
		% Taxi/Private Hire vehicles licenced by PKC that are electric	11 hybrid, 2 full electric PKC licenced taxi/private vehicles operating <b>(Dec 2021)</b>
Improve public transport provision		% Residents satisfied with public transport	68.4% of Perth and Kinross residents are satisfied by public transport, compare to the Scottish average of 67.7% <b>(2019)</b>
Reduce vehicles in the City and town centres		Monitored air quality achieving annual mean concentration for Nitrogen dioxide (NO <sub>2</sub> ) and Particulate Matter (PM <sup>10</sup> )	Since 2004, air quality in Perth and Kinross has steadily improved. In 2019, all four Perth and Kinross locations measured fell below the annual mean targets for Nitrogen dioxide (NO <sub>2</sub> ) and Particulate Matter (PM <sup>10</sup> ).

### 3.2.9 Perth and Kinross Local Development Plan 2 (LDP2)

The Perth and Kinross Local Development Plan 2 was adopted in November 2019. The purpose of LDP2 is to guide all future development and use of land in the Perth & Kinross Council area to 2029 and beyond. It acts as a catalyst for changes and improvements in the area and shapes the environment and economy of Perth and Kinross.

The LDP sets out how the Council aims to work towards our shared TAYplan Vision that...

*‘By 2036, the TAYplan area will be sustainable, more attractive, competitive and vibrant without creating an unacceptable burden on our planet. The quality of life will make it a place of first choice where most people choose to live, work, study and visit and where businesses choose to invest and create jobs.’*

The Plan contains a Spatial Strategy which explains the Council’s view of where development should go and the principles behind that Strategy. It

also identifies future development sites and the scale of development expected for each of those sites, and provides a list of developer requirements, specifying what developers require to do when designing and delivering development. LDP2 includes 61 individual policies grouped by relevance under the Plan’s 4 themes: *A Successful, Sustainable Place; A Low-Carbon Place; A Natural, Resilient Place, and A Connected Place*. The policies explain what uses are acceptable in different locations and set out the requirements for various categories of development. More detailed, topic specific information and advice is then contained within individual pieces of supplementary guidance.

Table 5 to follows shows where policies and development criteria for transport and active travel feature across the Plan’s themes:

Table 5: Perth and Kinross LDP2 Transport and Active Travel Policies and Development Criteria

LDP2 Key Theme	Policy Reference	Summary of Content
<b>A Successful, Sustainable Place</b>	<b>Policy 1: Placemaking</b>	Requires development to create and improve links within, and where practical, beyond a site, and to ensure that all buildings, streets, and spaces (including green spaces) are safe, accessible, inclusive places for people, which can be easily navigated, particularly on foot, bicycle or by public transport. All proposals for new developments are also expected to incorporate green infrastructure to promote active travel, and make connections, where possible to blue and green networks.
	<b>Policy 4: Perth City Transport and Active Travel</b>	Contains a commitment that the Council, in partnership with Tactran, will review City Centre bus hub areas, and improve key transport routes and corridors, and support greater multi-modal transport choices, with greater priority being given to public transport, walking, and cycling on key routes.
	<b>Policy 7: Employment and Mixed-Use Areas</b>	Requires there to be good walking, cycling and public transport links to new employment generating uses.
	<b>Policy 13: Retail and Commercial Leisure Proposals</b>	Requires proposals on the edge of the city or town centre, other commercial centre or out of centre locations to provide for accessibility to public transport and non-car modes of transport.
<b>A Natural, Resilient Place</b>	<b>Policy 42: Green Infrastructure</b>	Sets out that the Council will require all new development to contribute to green infrastructure (GI) by fulfilling a range of criteria, including:

LDP2 Key Theme	Policy Reference	Summary of Content
		<p>(a) Creating new multi-functional green infrastructure, particularly where it can be used to mitigate any negative environmental impacts associated with the development, and/or where it creates linkages to wider green and blue networks.</p> <p>(d)(i) The protection, enhancement, and management of existing GI within and linked to the site, and the incorporation of open spaces and linkages for active travel or recreation into development proposals – including links between open spaces and the wider countryside and new connections where required.</p>
<p><b>A Connected Place</b></p>	<p><b>Policy 60: Transport Standards and Accessibility Requirements</b></p>	<p><b>Policy 60A:</b> The Plan identifies existing transport infrastructure and encourages the retention and improvement of these facilities, provided those improvements are compatible with adjoining land uses.</p> <p><b>Policy 60B:</b> All new development proposals that involve significant travel generation should be well-served by, and easily accessible to all modes of transport. In particular sustainable modes of walking, cycling, and public transport should be considered prior to private car journeys. All development should aim to reduce travel demand by car and ensure a realistic choice of access and travel modes is available, including active travel opportunities and green networks. All development proposals are expected to meet a list of criteria, including:</p> <p>(b) Incorporating appropriate mitigation either on-site and/or off-site, provided via developer contributions where appropriate, which could include improvements and enhancements to the walking/cycling network and public transport services.</p> <p>(c) Incorporate appropriate levels of parking provision, including applying a maximum on-site parking standard to help encourage and promote a modal shift to more sustainable travel options such as walking, cycling and public transport.</p> <p>(e) Support the provision of necessary infrastructure to support positive changes in Low and Ultra-Low Emission Vehicle transport technologies e.g., EV charging points and hydrogen refuelling facilities.</p> <p><b>Policy 60B:</b></p> <p>Development for significant travel generating uses in locations which would encourage reliance on the private car will only be supported where (a) direct links to the core paths networks are or can be made available, (b) access to local bus routes with an appropriate frequency of service, involving a walking distance of no more than 400m, are available, and (d) the transport assessment identifies satisfactory mechanisms for meeting sustainable transport requirements, including the implementation of a site travel plan.</p> <p>New developments should provide access from the development to off-road walking and cycling provision as part of the green network and contribute to its enhancement and improved connectivity. Existing active travel routes will be safeguarded and incorporated into development. Cycle parking facilities should be provided.</p>

### 3.2.10 [Perth and Kinross Local Development Plan 3 \(LDP3\)](#)

Following the enactment of the 2019 Planning Act, the adoption of NPF4 as part of the Statutory Development Plan, the removal of Strategic Development Plans, and the recent publication of [The Town and Country Planning \(Development Planning\) \(Scotland\) Regulations 2023](#), the Council

has begun the process of reviewing its current Local Development Plan in order to develop LDP3, which will be aligned with the new planning system.



The LDP3 review process is in its early evidence gathering stages, with a view to producing the Evidence Report for submitting to a Scottish Government Gateway Check mid-2024. As part of that evidence gathering, the Local Development Plan Team are currently engaging with communities across Perth and Kinross through ‘[The Big Place Conversation](#).’ The purpose of this programme of engagement is to find out from communities what they love about their places, and what they feel could be improved. The outputs of these conversations will help provide a picture of people’s views about how good their places are, which will help to shape the next Local Development Plan using a place-based approach. The conversations with communities will also inform the development of the Mobility Strategy, as questions about transport, travel (including opportunities for active travel), and accessibility will be part of the discussions. It is important that the three place-based strategies being developed by the Council’s Planning & Housing Strategy Team, as mentioned previously at paragraph 2.1.2 are co-ordinated and aligned to ensure the successful delivery of the Council’s Corporate Plan Vision for a Perth and Kinross “*where everyone can live life well, free from poverty and inequality.*”

**Question 1:** Are there any further plans, programmes, strategies, legislation, or policy guidance of relevance to the Perth and Kinross Mobility Strategy, that you consider should be added to the list in Appendix A for consideration?

### 3.3 Baseline Data and Relevant Aspects of the Current State of the Environment

The reason for including data gathered at this stage in the SEA process, is to help build a picture of the social, economic, and environmental characteristics of an area, and the key environmental issues or challenges

<sup>2</sup> [Perth and Kinross Council Area Profile \(nrscotland.gov.uk\)](https://www.nrscotland.gov.uk/publications/perth-and-kinross-council-area-profile)

<sup>3</sup> [Mid-2020 Population Estimates for Settlements and Localities in Scotland | National Records of Scotland \(nrscotland.gov.uk\)](https://www.nrscotland.gov.uk/publications/mid-2020-population-estimates-for-settlements-and-localities-in-scotland)

which it faces. A more focused transport related set of data was collected for the range of topics likely to be significantly influenced by the implementation of the Mobility Strategy.

#### 3.3.1 Key Baseline Facts for Perth and Kinross

Perth & Kinross Council is 1 of 32 Local Authorities across Scotland, bordering Aberdeenshire, Angus, Argyll and Bute, Clackmannanshire, Dundee, Fife, Highland, and Stirling Council areas. It has a geographical area of 5,286 KM<sup>2</sup> (including the area of Perth and Kinross within the Cairngorms National Park).

On 30 June 2021 the population of Perth and Kinross was 153,810 residents<sup>2</sup>. This is an increase of 1.3% from 151,910 in 2020. Between the period 2018 to 2028, the population of Perth and Kinross is projected to increase by 1.0% from 151,290 to 152,779, which compares to a projected increase of 1.8% for Scotland as a whole. Perth City, located on the banks of the River Tay, is the principal settlement within Perth and Kinross. In the 2020 Mid-Year Population Estimates<sup>3</sup> it had a population estimate of 47,350.

The Perth and Kinross Area is predominantly rural, with a population split of 67.8%/32.4% Rural/Urban<sup>4</sup>. Using the Scottish Government’s 6-fold Urban Rural Classification, a detailed population breakdown is as follows:

<sup>4</sup> <https://www.gov.scot/publications/scottish-government-urban-rural-classification-2020/>

Table 6: Scottish Government Urban Rural Classification 2020

Local Authority	Large Urban Areas	Other Urban Areas	Accessible Small Towns	Remote Small Towns	Accessible Rural	Remote Rural
Perth and Kinross	1.2%	31.2%	11%	10.9%	35%	10.9%

Table 7 to follow provides some key baseline facts for the Perth and Kinross Area, and Appendix C shows the spatial distribution of the various designations and environmental considerations across the Council Area.

Table 7: SEA Topics and Associated Key Facts and Data Sources

SEA Topic	Associated Key Facts	Data Source
<b>Biodiversity, Flora, and Fauna</b>	<ul style="list-style-type: none"> <li>• There are 8 Special Protection Areas wholly or partially within Perth and Kinross covering 232,318.36Ha in total (includes Cairngorms Massif SPA, only part of which is within Perth and Kinross) (2022)</li> <li>• There are 22 Special Areas of Conservation wholly or partially within Perth and Kinross covering (75,691.17Ha in total) (2019)</li> <li>• There are 92 Biological SSSI sites within Perth and Kinross covering a total area of 51193.91Ha; 13 Geological SSSI sites covering a total area of 616.68Ha, and 7 Mixed SSSI sites covering a total area of 19197.29Ha (2022)</li> <li>• There are 4 RAMSAR sites within Perth and Kinross (2022)</li> <li>• 75.3% of protected biological and mixed SSSI site features within Perth and Kinross are in favourable condition (June 2022)</li> <li>• 75.5% of protected nature sites features within Perth and Kinross are in favourable condition (June 2022)</li> <li>• 51.4% of all 1KM grid squares in Perth and Kinross had recordings of protected species (protected by European and UK legislation) (June 2020)</li> <li>• There are 3 National Nature Reserves wholly or partially within Perth and Kinross (Ben Lawers, Loch Leven and Mar Lodge Estate).</li> <li>• The Perth &amp; Kinross Council Area adjoins 7 Important Bird &amp; Biodiversity Areas (IBA's) covering nearly 44,000Ha (Atholl/Glen Tilt, Drumochter Hills, Firth of Tay, Forest of Clunie, Loch Leven, South Tayside Goose Roosts, and Tay-Isla Valley)</li> <li>• 18% (99219.93Ha) of the total land area of Perth and Kinross is covered in woodland.</li> <li>• The Forestry Commission identified approximately 57,142Ha of Ancient and Semi-natural Woodland within Perth and Kinross (2006)</li> </ul>	<p><a href="#">NatureScot</a></p> <p>NBN Atlas and survey information provided by consultants in relation to Planning Applications. Maintained by PKC.</p> <p><a href="#">Native Woodland Survey of Scotland: Scottish Forestry Open Data</a></p> <p><a href="#">Scotland's National Nature Reserves</a></p>
<b>Population and Human Health</b>	<ul style="list-style-type: none"> <li>• 153, 810 residents (June 2021)</li> <li>• Population increase of 1.3% between 2020 and 2021</li> <li>• Population projected to rise by 1.0% between 2018 and 2028</li> <li>• 2020 Mid-Year Population Estimate for Perth City is 47,350</li> </ul>	<p><a href="#">National Records of Scotland Mid-2021 Population Estimates</a></p>



SEA Topic	Associated Key Facts	Data Source
	<ul style="list-style-type: none"> <li>67.4% - 32.4% Urban to Rural population split</li> <li>In 2020, 20.97% (39 out of 186) of all datazones are ranked in the Scottish Index of Multiple Deprivation (SIMD) 40% most deprived; 3.76% (7 out of 186) are within the 15% most deprived, and 1.61% (3 out of 186 datazones) are within the 10% most deprived. 23.66% (44 out of 186 datazones) are within the 20% least deprived areas in Scotland.</li> <li>The most deprived areas within Perth and Kinross can be found in Perth, and Blairgowrie East.</li> </ul>	<a href="#">Scottish Government Urban Rural Classification 2020</a>  <a href="#">SIMD (Scottish Index of Multiple Deprivation)</a>
	<ul style="list-style-type: none"> <li>There are 30 GP practices, 34 pharmacies, and 6 hospitals (including Perth Royal Infirmary (PRI) with A&amp;E services located 1 mile from Perth City Centre), and 27 dental practices, located across Perth and Kinross (April 2023)</li> <li>A frequent bus service operates between Perth City Centre and PRI</li> <li>Bus service X7 operates between PRI and Ninewells Hospital, Dundee providing a direct public transport connection between regional hospitals</li> <li>In 2020 there were 172 reported road casualties within Perth and Kinross (on both local and trunk roads) – 3 were fatalities, 53 seriously injured, and 116 slightly injured.</li> <li>In 2011, 54.6% of the population of Perth and Kinross in terms of general health, considered themselves to be in very good health, 30.7% in good health, 10.6% in fair health, 3% in bad health, and 1% in very bad health.</li> <li>In 2011, 18.1% of the population of Perth and Kinross is limited by a long-term health problem or disability</li> <li>In 2019, 65% of adults aged 16 and over were categorised as overweight (including obese); in Perth and Kinross that figure was 69%</li> <li>In 2019, 68% of children aged 2-5 weighed within the healthy weight range</li> </ul>	<a href="#">Scotland's Service Directory   NHS inform</a>  <a href="https://www.nhstayside.scot.nhs.uk">https://www.nhstayside.scot.nhs.uk</a>  <a href="#">Department for Transport</a>  <a href="#">Census 2011</a>  <a href="#">Scottish Health Survey</a>
	<ul style="list-style-type: none"> <li>Total no. of Perth and Kinross workplace population – 51,652</li> <li>Total no. of people who live and work in Perth and Kinross – 41, 805 (80.9%)</li> <li>Total no. of people who work in Perth and Kinross but live elsewhere – 9847 (19.1%)</li> <li>Total no. of people who live in Perth and Kinross but work elsewhere – 12,695 (24.6%)</li> <li>In 2020, 56.45% (105 out of 186 datazones) within Perth and Kinross are in the SIMD 40% most deprived areas for the access domain. 13.98% (26 out of 186) of the datazones within Perth and Kinross are in the 20% least deprived for access domain in Scotland<sup>5</sup>.</li> <li>33% of the population of Perth and Kinross are unable to access a choice of 3 employment locations within 60 minutes by public transport.</li> <li>75% of the population of Perth and Kinross aged between 16-74 can access higher and further education within 60 minutes by public transport.</li> <li>Transport accounts for the second largest household expenditure in the UK</li> <li>35% of Perth and Kinross SIMD datazones are at high risk of transport poverty</li> </ul>	<a href="#">Nomis Official Census and Labour Market Statistics</a>  <a href="#">SIMD (Scottish Index of Multiple Deprivation)</a>  <a href="#">STPR2: Initial Appraisal: Case Study for Change – Tay Cities Region</a>  <a href="#">Department for Transport - Transport and Inequality 2019</a>

<sup>5</sup> Access domain measures average drive time to a petrol station, a GP surgery, a post office, a primary school, a secondary school, a retail centre, and public transport travel time to a GP surgery, a post office, a retail centre, for each of the datazones.

SEA Topic	Associated Key Facts	Data Source
	<ul style="list-style-type: none"> <li>• Commuting accounted for 19% of all journeys within Perth and Kinross (2019)</li> <li>• 27% journeys to work were by sustainable (non-car) modes of transport (2019)</li> <li>• 57% of residents of Perth City walk 5 or more times per week (2021)</li> <li>• 5% of residents of Perth City cycle 5 or more times per week (2021)</li> <li>• 17% of residents of Perth City cycle a minimum of once a week (2021)</li> <li>• 56% of participants in the Sustrans Perth Walking and Cycling Index claimed they can easily get to many places they need to without driving</li> <li>• 38% journeys to nursery from walking/cycling (2021)</li> <li>• 51% journeys to primary schools from walking/cycling (2021)</li> <li>• 41% journeys to secondary schools from walking/cycling (2021)</li> <li>• 0% journeys to SEN schools from walking/cycling (2021)</li> <li>• 26% journeys to private schools from walking/cycling (2021)</li> <li>• 18% journeys from walking or cycling (2019)</li> <li>• 46% of all walking and cycling trips were for enjoyment or fitness reasons (adults and children) (2021)</li> <li>• 48% of all walking and cycling trips were to reach a destination (work, school, shopping – adults only) (2021)</li> <li>• 80% of residents of Perth City residents feel walking is safe around Perth and Kinross, but only 45% think the same of cycling (2021)</li> </ul> <ul style="list-style-type: none"> <li>• There are 25 National Forest Estate Forest Walk routes within Perth and Kinross. All routes are graded as easy to moderate, and 2 of the routes are graded as all ability access trails.</li> <li>• Perth &amp; Kinross Council maintains approximately 1611 separate greenspaces across the Perth and Kinross Area (2020). These spaces are classified by their primary use/ typology and further categorised via a tiered hierarchy, relative to their importance to the community and users (Local, Neighbourhood, Settlement, and Regional).</li> <li>• There is a designated Green Belt around Perth City to ensure sensitive landscapes surrounding the City are protected from spread of built development.</li> </ul>	<a href="#">Transport Scotland</a> <a href="#">Hands Up Scotland</a> <a href="#">Sustrans</a>  <a href="#">National Forestry Inventory Woodland Scotland 2020: Forestry Commission (arcgis.com)</a> <a href="#">Native Woodland Survey of Scotland: Scottish Forestry Open Data</a> <a href="#">Forestry Commission Open Data Portal</a> PKC Data
<b>Soil</b>	<ul style="list-style-type: none"> <li>• 11.6% (62,000Ha) of the Perth and Kinross Area (excluding the area of Perth and Kinross within the Cairngorms National Park) is occupied by Prime Quality Agricultural Land (Classes 1 to 3.1)</li> <li>• The majority of Prime Quality Agricultural Land is located in the south and eastern areas of Perth and Kinross</li> <li>• 58983.89Ha of Class 1 Nationally Important Soils in Perth and Kinross (2016)</li> <li>• 294373.70Ha of Class 2 Nationally Important Soils in Perth and Kinross (2016)</li> <li>• 22685.4Ha of Class 5 Soils in Perth and Kinross (2016)</li> </ul>	The Macaulay Land Research Institute 2009 <a href="#">Nationally Important Soils: NatureScot Carbon and Peatland Map 2016</a>

SEA Topic	Associated Key Facts	Data Source
<b>Water</b>	<ul style="list-style-type: none"> <li>In 2020, approximately: 9% of surface waters in Perth and Kinross were classified as having high quality water status; 35% were classified as good status; 29% as having moderate status; 19% as having poor status, and 8% as having bad water quality status. Areas in the North, North West, East and South contained rivers of moderate, poor and bad status.</li> <li>The whole of the Perth &amp; Kinross Council Area is a ground water drinking protected area (SEPA 2014).</li> <li>The floodplain in Perth and Kinross remains relatively undeveloped, and the majority of watercourses affect only agricultural or hill land.</li> <li>In 2018 there were 21 Potentially Vulnerable Areas (PVAs) within, overlapping or immediately adjoining the Perth &amp; Kinross Council Area: Aberfeldy, Alyth, Auchtermuchty, Bankfoot, Blackford, Blair Atholl, Blairgowrie and Rattray, Bridge of Earn, Comrie, Coupar Angus, Cowdenbeth, Dalwhinnie, Dundee, Broughty Ferry and Invergowrie, Dunkeld and Birnam, Hillfoot villages, Kinross, Milnathort and Glenrothes, Luncarty and Stanley, Perth and Almondbank, Pitlochry, and Scone. PVAs are geographical areas that are designated for flood management under the Flood Risk Management Act (Scotland) 2009. They show parts of catchments and coastal areas where nationally significant flood risk exists now, or is likely to occur in the future.</li> <li>In 2021, there were 22 Flood Risk Management Target Areas within Perth and Kinross: Blair Atholl, Spittalfield, Weem, Aberfeldy, Almondbank, Alyth, Bankfoot, Blackford, Blairgowrie and Rattray, Bridge of Earn, Comrie, Coupar Angus, Dunkeld and Birnam, Invergowrie, Kinross, Luncarty, Methven, Perth, Pitlochry, Scone, Dalguise, and Milnathort. Flood Risk Management Target Areas are geographical areas used to identify locations which are the focus of targeted risk management objectives and actions as identified in Scotland's National Flood Risk Management Plans 2021. Target Areas are located within PVAs, but are not formally designated under the Flood Risk Management (Scotland) Act.</li> <li>Areas, within Perth and Kinross, identified as having high potential for floodplain storage (Current SEPA 1:200 year flood outline) are: Kinross and Milnathort, Blackford and Greenloaning, Dunning, Crieff, Madderty and Balgowan, Bridge of Earn, Perth, Huntingtower, Ruthvenfield, Scone, Luncarty, Errol Station, Inchtute, Rait, Grange, Spittalfield, Dalguise, Dowally, Guay and Kindalachan, Ballinluig, Logierait, Blair Atholl, Tummel Bridge, Aberfeldy, Weem Village, Meikleour, Coupar Angus, Kettins, Meigle, Alyth, Blairgowrie and Rattray.</li> <li>Wetlands are a natural water-storage feature on the landscape. There are approximately 74,266Ha in the Perth and Kinross Area.</li> </ul>	SEPA PKC Nature Scot
<b>Air</b>	<ul style="list-style-type: none"> <li>There are currently 2 Air Quality Management Areas (AQMA) in Perth and Kinross in Perth and Crieff. Pollution levels within the Crieff AQMA have remained within objectives for several years.</li> <li>In 2022, Atholl Street, Perth was identified as Scotland's most polluted street for PM<sub>10</sub>, and the third most polluted street for NO<sub>2</sub></li> <li>In 2019, all four Perth and Kinross monitored air quality locations fell below the annual mean targets for Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>10</sub>).</li> </ul>	PKC Data <a href="#">Friends of the Earth</a>
<b>Climatic Factors</b>	<ul style="list-style-type: none"> <li>In 2020 the Perth and Kinross Area-wide territorial GHG emissions (kt CO<sub>2</sub>e) was 1229.4 kt CO<sub>2</sub>e</li> <li>In 2021/2022 the Perth &amp; Kinross Council Scope 1, 2, and 3 emissions (t CO<sub>2</sub>e) was 36,008 t CO<sub>2</sub>e.</li> <li>In 2020, transport within Perth and Kinross emitted 431 kt CO<sub>2</sub>e, that equates to 2.8 tonnes of CO<sub>2</sub>e per person per year.</li> <li>Within Perth and Kinross, transport emissions have decreased by 10% between 2005 and 2019, with greater reduction of emissions associated with Motorways and A-Roads than minor ones.</li> <li>Total vehicle KMs (millions) in Perth and Kinross of 1976.99KM (2020)</li> <li>Perth and Kinross Car KM average of 12,547KM per person per annum</li> <li>Scottish National Car KM Average of 6,723KM per person per annum</li> </ul>	BEIS <a href="#">UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2020</a> <a href="#">Transport Scotland</a>

SEA Topic	Associated Key Facts	Data Source
	<ul style="list-style-type: none"> <li>1500 tonnes of greenhouse gas emissions (CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O) savings from walking/ cycling instead of driving (2021)</li> <li>910Km of Perth &amp; Kinross Council's 2500Km of road network is a high priority for winter maintenance</li> </ul>	<a href="#">Department of Transport, Road Traffic Statistics 2000 – 2021</a>  <a href="#">Transport Scotland, Annex for a Route Map: Reducing car use for a healthier, fairer, and greener Scotland</a>  <a href="#">Sustrans</a>  <a href="#">PKC Winter Maintenance Data</a>
<b>Material Assets – Transport and Active Travel</b>	<ul style="list-style-type: none"> <li>2,043KM of Perth and Kinross Core Path Network</li> <li>National Cycle Network Routes 1, 7, 77, 775 pass through Perth and Kinross, connecting within and outside of the Council Area to the north, north east, south, east and west.</li> <li>There is an extensive network of signposted paths covering Perth and Kinross – approximately 2319 sections of signposted paths measuring approximately 1542KM in total.</li> <li>The CATERAN Trail is a 103KM circular long distance walking route maintained by the Perth &amp; Kinross Countryside Trust. It is typically walked in 5 stages starting at Blairgowrie and taking a clockwise direction towards Kirkmichael, Spittal of Glenshee, Kirkton of Glenisla, then Alyth.</li> <li>0KM of physically separated cycle tracks – Perth City</li> <li>Two tier cycle parking at Canal Street, Perth and Pullar House, Perth</li> <li>Funding received from the Sustrans Places for Everyone Programme to develop the Dunkeld Road Corridor</li> </ul>	<a href="#">PKCT</a>  <a href="#">PKC Data</a>
	<ul style="list-style-type: none"> <li>7 railway stations located within Perth and Kinross (6 are in rural communities) (2018)</li> <li>Cycle storage spaces provided at all 7 stations: Dunkeld and Birnam 12 spaces; Blair Atholl 10 spaces; Gleneagles 10 spaces; Invergowrie 6 spaces; Pitlochry 12 spaces; Perth 31 spaces, and Rannoch 10 spaces. (2018)</li> <li>Car parking spaces provided at 6 out of 7 stations: Dunkeld and Birnam 30 spaces; Blair Atholl 6 spaces; Gleneagles 40 spaces; Invergowrie 0 spaces; Pitlochry 12 spaces; Perth 160 spaces, and Rannoch 30 spaces. (2018)</li> <li>Taxi ranks at all 7 stations (2018)</li> <li>Bus services connect to all stations except for Dunkeld and Birnam (2018)</li> <li>Cycle hire facilities available at 3 out of 7 of the stations (Dunkeld and Birnam, Blair Atholl, and Pitlochry) (2018)</li> <li>Step free access at 3 out of 7 of the stations (Blair Atholl, Invergowrie, Pitlochry and Rannoch all have stepped access to the station) (2018)</li> </ul>	<a href="#">Rail Locations in Perth and Kinross – The ABC Railway Guide</a>
	<ul style="list-style-type: none"> <li>60 local bus services, including 2 Demand Responsive Transport (DRT) schemes (April 2023)</li> <li>3 Park and Ride sites (Broxden, Kinross and Scone)</li> <li>1 bus station Leonard Street, Perth</li> </ul>	<a href="#">PKC Data</a>

SEA Topic	Associated Key Facts	Data Source
	<ul style="list-style-type: none"> <li>• 1.88 million miles of subsidised local public transport</li> <li>• 23 Community Transport Schemes are in place across Perth and Kinross</li> <li>• Scottish Bus Passenger Survey (2018) – In Tayside and Central Scotland 91% of participants were satisfied with their bus journey.</li> <li>• Scottish Bus Passenger Survey (2018) – In Tayside and Central Scotland 67% of participants were satisfied with value for money of their bus journey.</li> <li>• 64.8% of Perth and Kinross residents are satisfied with public transport, compared to the Scottish average of 67.7% (2019)</li> </ul>	<a href="#">Transport Focus Bus Passenger Survey Autumn 2018 Report</a>
	<ul style="list-style-type: none"> <li>• 134 public EV charging devices across Perth and Kinross (2022)</li> <li>• 46 public EV rapid charging devices across Perth and Kinross (2022)</li> <li>• 88.2 public EV charging devices per 100,000 population for Perth and Kinross (2022)</li> <li>• 11 hybrid, 2 full electric PKC licensed taxi/ private vehicles operating in Perth and Kinross (Dec 2021)</li> </ul>	<a href="#">Uk Government ZapMAP</a> PKC Civic Licensing Data
	<ul style="list-style-type: none"> <li>• In 2019, Scotland's transport network supported over £57.3 billion worth of international trade in goods (road, rail, sea, and air)</li> <li>• 67% of freight in Scotland was carried by road (2019), the majority of freight lifted in Scotland was carried by Heavy Goods Vehicles on the road network and remained within Scotland (96 million tonnes)</li> <li>• In 2019, the movement of goods across Scotland's road network accounts for 22% of vehicle kilometres</li> <li>• Perth and Kinross experience a lot of road freight through traffic, due to its location</li> <li>• The Roads Haulage Association flagged a lack of rest areas/facilities for drivers along the A9 and nationally across Scotland</li> <li>• Perth's Harbour is not a major port; however, it does accept coastal and dry bulk ships up to 100 metres in length, carrying up to 2,500 tonnes</li> <li>• Scotland's rail freight network carried freight of around 4.3 million tonnes between April 2019 and March 2020. This included construction materials, intermodal, petroleum products and metals, amongst others.</li> <li>• Highland Spring opened a railway freight facility in Blackford, Perth and Kinross</li> <li>• SURFLOGH - Perth &amp; Kinross Council are working with Edinburgh Napier University and the South East of Scotland Transport Partnership (SEStran) to improve the role of logistics hubs in the network of urban logistics through connecting long distance freight transport and last-mile distribution</li> <li>• Freight within Perth and Kinross also considers the movement of agricultural goods and machinery across our existing transport network</li> </ul>	<a href="#">Transport Scotland</a> <a href="#">Perth Harbour</a> <a href="#">SEStran</a>
<b>Cultural Heritage</b>	<ul style="list-style-type: none"> <li>• There are currently 36 designated Conservation Areas in Perth and Kinross (2023)</li> <li>• There are 3051 Listed Buildings within Perth and Kinross (2016)</li> <li>• 86 of the Listed Buildings are included on the Buildings at Risk Register for Scotland (2022)</li> <li>• There are 682 Designated Scheduled Monuments within Perth and Kinross (2023)</li> <li>• There are 42 Gardens and Designed Landscapes covering 11,123Ha.</li> <li>• There are 4 Inventory of Battlefields sites within Perth and Kinross: Battle of Duplin Moor, Battle of Dunkeld, Battle of Killiecrankie, and Battle of Tippermuir.</li> <li>• There are approximately 15,472 undesigned archaeological sites/remains contained on the Council's Historic Environment record.</li> </ul>	Historic Environment Scotland Perth & Kinross Heritage Trust <a href="#">Buildings at Risk Register</a>

SEA Topic	Associated Key Facts	Data Source
<b>Landscape</b>	<ul style="list-style-type: none"> <li>• The landscape within Perth and Kinross is divided into two main units: highlands and lowlands, reflecting geology, topography, vegetation, and land use. The key landscape character areas are: mountains of the highlands and islands (43%), highlands and islands glens (23%), agricultural lowlands of the north-east (10%), lowland hills (8%), and upland igneous and volcanic hills (8%).</li> <li>• There are 4 National Scenic Areas within Perth and Kinross (Loch Rannoch and Glen Lyon, Loch Tummel, River Tay, and River Earn).</li> <li>• There are 5 Wildland Areas within or intersecting the area: Breadalbane/ Schiehallion, Lyon/Lochtay, Ben Lawers, Rannoch/ Nevis/ Mamores/ Alder, and Cairngorms.</li> <li>• A large proportion of Perth and Kinross (19%) is within the top fifth of overall relative wilderness values. Comparatively just 5% of Scotland falls within this quintile.</li> <li>• There are 11 Special Landscape Areas (SLAs) spread across Perth and Kinross. They consist of a range of highland and lowland areas covering 144,400Ha or around 27% of the Area.</li> <li>• The Historic Land Use Assessment (HLA) Project identified some 55 individual historic land-use types. The majority of the region has been identified as rough grazing and rectilinear fields. The second largest areas consist of coniferous and woodland plantation, and managed woodland (nearly 100,000Ha). The historic character of the environment is important to quality of life and sense of identity, and it is a vital contributor to the economy through the attraction of visitors.</li> </ul>	<p>Tayside Landscape Character Assessment, 2001</p> <p>Centre for Ecology and Hydrology (CEH)</p> <p><a href="#">NatureScot Wild Land Areas Map 2014</a></p> <p>PKC</p>

**Question 2:** Do you agree that the baseline data collected is appropriate to the Mobility Strategy?

**Question 3:** Are you aware of any additional baseline evidence that could help inform the assessment process?

### 3.3.2 Data Gaps and Problems

The SEA Act requires the recording of any difficulties encountered in compiling the information necessary for the assessment. This is particularly important as it is essential to describe those measures that will be used to monitor the implementation of the Mobility Strategy.

The following table identifies the specific areas where data gaps and problems were identified, and the potential to address those gaps via highlighted actions

Table 8: SEA Topics with Identified Data Gaps

SEA Topic	Data Gaps	Action Required
<b>Biodiversity, Flora, and Fauna</b>		
<b>Population and Human Health</b>	<ul style="list-style-type: none"> <li>• % of Perth and Kinross households within 800m of a bus Stop</li> <li>• % of Perth and Kinross households within 200m of an open space area</li> <li>• % of Perth and Kinross households within 500m of a signposted core path</li> <li>• % of Perth and Kinross households within 500m of a 2Ha woodland</li> <li>• % of Perth and Kinross households within 4KM of a 20Ha woodland</li> <li>• Health data for residents of Perth and Kinross</li> </ul>	<ul style="list-style-type: none"> <li>• Need to run network analysis model in ArcGIS for updates – will be undertaken in future as part of Perth and Kinross Open Space Audit.</li> <li>• Check SIMD, Census, ScotPHO, and other sources available</li> </ul>
<b>Soil</b>		
<b>Water</b>	<ul style="list-style-type: none"> <li>• Little information about wetlands outside of protected areas. Improving and maintaining the ability of the water environment to support life is a fundamental purpose of the Water Framework Directive.</li> </ul>	<ul style="list-style-type: none"> <li>• Surveys of conditions required, not likely to be within the remit of Mobility Strategy.</li> </ul>
<b>Air</b>		
<b>Climatic Factors</b>	<ul style="list-style-type: none"> <li>• Data on transport infrastructure at risk from flooding</li> <li>• Data on public roads closed as a result of flooding</li> <li>• Proportion of personal vehicles registered as EVs</li> <li>• Share of goods being transported via sustainable transport and active travel modes</li> </ul>	<ul style="list-style-type: none"> <li>• Infrastructure Audit and Analysis required comparing location of infrastructure assets to SEPA flood risk maps.</li> <li>• Request data from DVLA</li> <li>• Data source needed re share of goods transported via sustainable transport and active travel modes</li> </ul>
<b>Material Assets</b>	<ul style="list-style-type: none"> <li>• Infrastructure Audit</li> <li>• Lack of accurate real time data and information to help maximise the efficiency of the transport network and understand the effectiveness of different measures.</li> <li>• 20 minute neighbourhoods and those areas meeting local living criteria across Perth and Kinross</li> </ul>	<ul style="list-style-type: none"> <li>• Undertake Infrastructure Audit to inform both LDP3 Evidence Report and SEA, and the Mobility Strategy SEA.</li> <li>• Assessment and identification of 20 minute neighbourhoods and those meeting local living criteria as part of LDP3 development</li> </ul>

SEA Topic	Data Gaps	Action Required
Cultural Heritage		
Landscape	<ul style="list-style-type: none"> <li>• Landscape Capacity Studies around key settlements</li> <li>• Urban Capacity Studies of settlements and adjacent land</li> </ul>	<ul style="list-style-type: none"> <li>• Requires commissioning of Landscape Capacity Studies for key settlements likely to experience most change. Potential to address data gap as part of LDP3 development.</li> </ul>

### 3.3.3 Summary of Environmental Issues in the Perth and Kinross Area

The following environmental issues and problems were identified as a result of an evaluation of the environmental baseline.

Table 9: SEA Topics and Associated Environmental Issues

SEA Topic	Associated Environmental Issues
Biodiversity, Flora, and Fauna	<ul style="list-style-type: none"> <li>• A significant number and range of natural heritage assets across Perth and Kinross which must be protected, and where possible enhanced. Potential for habitat loss, fragmentation, and displacement as a result of providing new and enhancing existing transport infrastructure.</li> </ul>
Population and Human Health	<ul style="list-style-type: none"> <li>• Population of Perth and Kinross is predicted to increase, putting increasing pressure on transport networks.</li> <li>• Life expectancy is also increasing across Perth and Kinross. An ageing population is likely to result in implications for maintaining mobility and accessibility into old age.</li> <li>• Car ownership, as well as car mileage, across the area continues to rise, increasing the pressure on the network further, and contributing to poor health as a result of pollution, air quality, noise, and physical inactivity.</li> <li>• Perth and Kinross has a large rural population, which poses many challenges for efficient transport emission reductions due to limited public transport.</li> <li>• Child poverty</li> <li>• Areas at high risk of transport poverty.</li> <li>• Cost of travel, specifically in deprived communities.</li> <li>• Cost of living crisis.</li> <li>• In 2020, 56.45% (105 out of 186 datazones) within Perth and Kinross are in the SIMD 40% most deprived areas in terms of the access indicator. 13.98% (26 out of 186) of the datazones within Perth and Kinross are in the 20% least deprived for access domain in Scotland.</li> <li>• Access to good quality recreation and open space.</li> <li>• Access to facilities and services via active travel modes.</li> <li>• Car dominated streets.</li> <li>• Road safety incidents/ casualties.</li> </ul>



SEA Topic	Associated Environmental Issues
<b>Soil</b>	<ul style="list-style-type: none"> <li>• A large part of Perth and Kinross is covered by Prime Quality Agricultural Land and other nationally important carbon rich soils and peatland. Potential for irreversible loss of soil through development, contamination, compaction, or erosion. The Area's most important soils should be protected from development and enhanced and restored (where appropriate).</li> </ul>
<b>Water</b>	<ul style="list-style-type: none"> <li>• Over 60% of the surface waters within Perth and Kinross achieved moderate to high water quality status in 2020. However, there are rivers in the north, north west, east and south of the Council Area which achieved poor or bad water quality status. Potential for development to result in secondary impacts on water quality (pollution) and quantity (extraction).</li> </ul>
<b>Air</b>	<ul style="list-style-type: none"> <li>• Air quality within the area has been improving in recent years, but there are still 2 AQMAs within Perth and Kinross (Perth and Crieff).</li> </ul>
<b>Climatic Factors</b>	<ul style="list-style-type: none"> <li>• Although transport emissions are decreasing within Perth and Kinross, transport remains a significant contributor to GHG emission levels despite the Scottish Government's reduction targets.</li> <li>• High car dependency (car KM).</li> <li>• Creating of sustainable communities and delivering local living and 20 minute neighbourhoods - lack of rural and local services to assist in reducing the need to travel (including to and from school).</li> <li>• Lack of active travel infrastructure.</li> <li>• Emissions from transport only made up approximately 7% of the Council's overall Scope 1, 2 and 3 emissions in 2020/21, and emissions from transport sources only account for a small percentage (24%) of the Council's Scope 1 emissions. In other words, the Council only has direct influence over a small percentage of the overall emissions from transport within the area.</li> <li>• Long distance commutes (mainly by private car) for the working population.</li> <li>• The transport network and assets need to become more resilient to, and able to adapt to the effects of climate change.</li> <li>• New development has the potential to introduce climate mitigation measures (for example green infrastructure provision), however, it can also lead to the exacerbation of existing problems in areas if the impacts of climate change are not considered carefully in the design process.</li> <li>• Electric Vehicles (EV) will play an important part of the net zero transition, but they still remain unaffordable to many residents.</li> <li>• Lack of EV infrastructure.</li> <li>• There are 21 Potentially Vulnerable Areas (PVAs) within, overlapping or immediately adjoining the Council Area, and 22 Flood Risk Management Target Areas within Perth and Kinross.</li> <li>• Better transport integration needed – rural railway station accessibility and transport connections.</li> </ul>
<b>Material Assets</b>	<ul style="list-style-type: none"> <li>• Constraints on infrastructure delivery under current economic climate.</li> <li>• Public road lengths have remained static in recent years, coupled with an increasing population, and rising car ownership, contributes to further congestion.</li> <li>• There have been limited improvements to public transport infrastructure in recent years.</li> <li>• Impact of COVID-19 and increased homeworking/hybrid working styles has impacted upon bus and rail transport provision.</li> <li>• Reducing the vehicle KMs by 2030, if met by increased public transport usage, would be the equivalent of a 360% increase on 2019 levels. Projected population growth, especially in edge of settlement developments, will pose additional challenges to achieving this target.</li> </ul>

SEA Topic	Associated Environmental Issues
	<ul style="list-style-type: none"> <li>• Lack of accurate real time data and information to help maximise the efficiency of the transport network and understand the effectiveness of different measures.</li> <li>• There is a need to increase active travel across Perth and Kinross, which will require the delivery of a comprehensive safe and segregated active travel network to make it more attractive to users to make the modal shift.</li> <li>• Lack of EV Charging - a strategic approach required to EV charging to ensure both urban and rural areas have comprehensive facilities to cater for a range of journey types/users.</li> <li>• Better transport integration needed – rural railway station accessibility and transport connections. 6 out of 7 of the area’s railway stations are in rural communities.; 1 out 7 does not have car parking facilities; buses do not connect to Dunkeld and Birnam Railway Station, and 4 out of the 7 stations have stepped access to the station, making them difficult to access for people with mobility impairments.</li> <li>• OKM of physically separated cycle tracks in Perth City.</li> </ul>
<b>Cultural Heritage</b>	<ul style="list-style-type: none"> <li>• A significant number of cultural heritage assets across Perth and Kinross which must be protected from development, and where possible enhanced.</li> </ul>
<b>Landscape</b>	<ul style="list-style-type: none"> <li>• Potential for impact on important landscapes across Perth and Kinross, and the landscape settings of settlements as a result insensitively designed transport infrastructure and any associated structures/buildings.</li> </ul>

**Question 4:** Does your organisation think that the issues listed in Table 9 are all of the significant environmental issues of relevance to the Mobility Strategy?

### 3.3.4 Scoping of Environmental Topics for the Mobility Strategy

Table 10 below summarises the reasons why individual SEA Topics have been scoped in or out of the assessment. This is based on a range of issues the Mobility Strategy is likely to cover, on the environmental baseline, and the current and potential environmental issues in the Strategy area.

**Question 5:** Do you agree with the proposed scope for the SEA?

Table 10: Scope of the Environmental Assessment

SEA Topic	Scoped In/Out	Reason for Scoping
<b>Biodiversity, Flora, and Fauna</b>	In	<p>Upgrades to existing infrastructure, or the development of new infrastructure assets generated through implementation of the Mobility Strategy could lead to loss, disturbance, displacement, and fragmentation, resulting in significant negative effects on the area's abundance of natural spaces, protected areas, habitats, and species. Such impacts would be most likely to occur during construction phases, but the potential also exists during the use of any new infrastructure assets if they are not carefully sited and designed.</p> <p>Conversely, opportunities exist for significant positive effects on biodiversity, flora, and fauna as a result of developing green infrastructure to protect and enhance existing habitat networks across Perth and Kinross and create new networks.</p>
<b>Population and Human Health</b>	In	<p>Significant positive environmental effects for the population and their health and wellbeing are anticipated due to the Mobility Strategy considering all modes of transport for the movement of goods and people, across the area, and the use of new technologies, to help achieve national targets and local objectives in respect of climate change, achieving net zero, reducing inequalities, improving health and wellbeing, increasing the resilience of settlements and communities, and delivering an inclusive economy.</p> <p>The development of an active travel network across Perth and Kinross and making sustainable modes of travel more accessible and attractive is expected to result in an increased uptake in walking, wheeling, scooting, and cycling with significant positive benefits for the health and wellbeing of the area's population through increased physical activity and greater community cohesion.</p> <p>Potential to improve air quality and reduce exposure to noise from traffic (through reducing number of vehicles on roads), particularly in urban areas and locations where there are existing air quality issues, with benefits to human health.</p> <p>Secondary temporary and localised adverse impacts are likely during any construction phases as a result of increased, noise, dust, and vibration.</p>
<b>Soil</b>	In	<p>Possible significant cumulative effects on the area's soil resources as a result of loss of, or irreversible damage to, Prime Quality Agricultural Land and other nationally important soils, as a result of development. There is also potential for soils to become damaged during the construction phases for new transport infrastructure through sealing, compaction, erosion, and disturbance.</p>

<b>SEA Topic</b>	<b>Scoped In/Out</b>	<b>Reason for Scoping</b>
<b>Water</b>	In	<p>Opportunities exist for positive impacts on the water environment as a result of designing and developing integrated multi-functional blue and green infrastructure.</p> <p>Where implementation of the Strategy's associated projects or proposals lead to the need for upgrades to existing infrastructure, or new infrastructure, there may be associated secondary localised adverse impacts from construction and operation on the water environment (e.g., water pollution as a result of run-off and sedimentation).</p>
<b>Air</b>	In	<p>Increasing active travel uptake can lead to significant positive environmental effects on SEA Topic Air, particularly in urban areas and locations where air quality issues currently exist.</p> <p>Potential for an increased movement of people and goods to lead to the uptake of more unsustainable modes of travel with associated negative impacts for Climatic Factors and Air (quality). It will be essential to support the implementation of the Sustainable Travel Hierarchy to avoid and mitigate for any such effects.</p>
<b>Climatic Factors</b>	In	<p>Significant positive effects are expected on SEA Topic Climatic Factors as a result of developing and implementing the Mobility Strategy, through the consideration of all modes of transport for the movement of goods and people, across Perth and Kinross, and the use of new technologies to improve efficiencies across the transport system, to help achieve national targets and local objectives in respect of climate change, reducing GHG emissions, achieving net zero, reducing inequalities, improving health and wellbeing, and delivering an inclusive economy.</p> <p>Implementing climate adaptation and mitigation measures and improving the resilience of the area's transport assets to cope with the effects of climate change will also lead to significant positive effects for this SEA Topic.</p> <p>Better integration of spatial planning and transport considerations, through the coordinated development and delivery of the Council's Local Housing Strategy, LDP3 and Mobility Strategy could significantly reduce GHG emissions.</p> <p>Potential for an increased movement of people and goods to lead to the uptake of more unsustainable modes of travel with associated negative impacts for Climatic Factors and Air (quality). It will be essential to support the implementation of the Sustainable Travel Hierarchy to avoid and mitigate for any such effects.</p>
<b>Material Assets</b>	In	<p>The Strategy is likely to lead to projects to improve and enhance existing transport infrastructure and instigate the development of new assets, particularly for active travel purposes.</p> <p>Implementing climate adaptation and mitigation measures and improving the resilience of the area's transport assets through new infrastructure development, and the maintenance/ improvements to existing infrastructure assets, can help with future proofing to ensure they are better able to cope with the effects of a changing climate.</p>
<b>Cultural Heritage</b>	In	<p>The Strategy has the potential to lead to negative effects on cultural heritage assets across the area through inappropriate siting and design. It will be important that the presence of, and likelihood for, impacts on cultural heritage assets is given due consideration for all new proposals. Proposals should be of an appropriate scale and design to ensure that they do not result in detrimental impacts on an asset or its setting. The potential exists for enhancement of the setting of assets and their surrounding localities through high quality design.</p>
<b>Landscape</b>	In	<p>Potential for impact on important landscapes across Perth and Kinross, and the landscape settings of settlements as a result insensitively designed transport infrastructure and any associated structures/buildings.</p>

## 4 PROPOSED SEA OBJECTIVES AND INDICATORS

The SEA Directive does not require the identification of specific SEA Objectives, but their development is recognised in practice as an effective way in which the environmental effects of the relevant plan, programme, or strategy can be described, analysed, and compared. Identifying SEA Objectives is also a useful way of focusing the collation of the baseline data and helps with the establishment of realistic indicators which can be monitored, to help highlight any effects as a result of implementing the Strategy.

As the Mobility Strategy is a strategic level document, which will provide the vision for managing and developing the transport and active travel network for Perth and Kinross over a minimum of 10 years (in line with national priorities and targets, and local objectives), it is expected that the delivery of objectives will come through associated projects and proposals which will be more location specific, and also via conditions attached to the granting of planning permission. As the Council is responsible for decision-making on these applications, it will be possible to identify whether or not the Mobility Strategy is working in practice through their monitoring.

It should be noted that whilst the Mobility Strategy SEA Objectives, are in some instances either similar or complementary to the overall goals of the Mobility Strategy, they are separate to the Strategy's aims and objectives, and have been developed via the SEA process with a focus on social, economic, and environmental issues.

**Question 6:** Do the indicators provided in Table 11 provide a relevant measure for the associated objective? If not, please suggest additional indicators you feel are appropriate.

**Question 7:** Do you agree that the SEA Objectives set out in Table 11 cover the breadth of environmental issues appropriate for the Strategy area?

Table 11: SEA Objectives, Criteria, and Indicators for the Perth and Kinross Mobility Strategy

Reference	SEA Objective	SEA Criteria	Relevant Indicator(s)	Data Source
<b>BIODIVERSITY, FLORA, AND FAUNA</b>				
<b>SEA 1</b>	To protect and enhance the diversity of species, their habitats, and ecosystem services, avoiding damage to or loss of designated and non-designated sites, nature networks, and protected species	<p>Will the Strategy and associated proposals...</p> <ul style="list-style-type: none"> <li>Protect and enhance the quality and extent of designated and non-designated sites?</li> <li>Cause damage or disturbance to any protected species or habitats, or non-designated sites?</li> <li>Help contribute to the enhancement of nature networks?</li> <li>Lead to a greener public realm, resulting in a net gain for biodiversity?</li> </ul>	<ul style="list-style-type: none"> <li>% increase in length (KM) of multi-functional green and blue infrastructure schemes across Perth and Kinross</li> <li>% increase in length (KM) of habitat networks across Perth and Kinross</li> <li>% of protected biological and mixed SSSI sites in favourable condition</li> <li>% of protected nature site features in favourable condition</li> <li>% of 1KM grid squares in Perth and Kinross with recordings of protected species</li> </ul>	<p>PKC Data Nature Scot</p> <p>NBN Atlas and survey information provided by consultants in relation to Planning Applications. Maintained by PKC.</p>
<b>SEA 2</b>	Increase access to, awareness, understanding and enjoyment of biodiversity, flora, and fauna	<ul style="list-style-type: none"> <li>Will the Strategy and associated proposals bring the public into closer contact with natural spaces to help encourage a greater understanding and appreciation of their wider benefits to health and wellbeing?</li> </ul>	<ul style="list-style-type: none"> <li>% increase in length (KM) of multi-functional green and blue infrastructure schemes across Perth and Kinross</li> <li>% of Perth and Kinross households within 200m of an open space area</li> <li>% of Perth and Kinross households within 500m of a signposted core path</li> <li>% of Perth and Kinross households within 500m of a 2Ha woodland</li> <li>% of Perth and Kinross households within 4KM of a 20Ha woodland</li> </ul>	<p>PKC Data NFI - Forest Research</p>
<b>POPULATION AND HUMAN HEALTH</b>				
<b>SEA 3</b>	Improve the affordability of transport options across Perth and Kinross, particularly in deprived areas	<ul style="list-style-type: none"> <li>Will the Strategy and associated proposals help improve affordable access to sustainable transport services?</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in the average households spend on transport.</li> <li>% of young people in Perth and Kinross assigned Under 22 bus passes</li> <li>Perth &amp; Kinross Council (PKC) bus subsidy budget</li> </ul>	<p><a href="#">ONS Family spending workbook 1: detailed expenditure and trends</a> PKC Data</p>
<b>SEA 4</b>	Improve the ability of rural communities, disadvantaged, and young people to access key services across Perth and Kinross	<ul style="list-style-type: none"> <li>Will the Strategy and associated proposals help increase access to key services, including healthcare, for people living in rural communities across Perth and Kinross?</li> </ul>	<ul style="list-style-type: none"> <li>% of Perth and Kinross households within 800m of a bus Stop</li> <li>% of young people in Perth and Kinross assigned Under 22 bus passes</li> <li>% of working age population in most deprived SIMD datazones (overall rankings and access domains) able to</li> </ul>	<p>PKC Data GROS Census Data SIMD Data</p>

Reference	SEA Objective	SEA Criteria	Relevant Indicator(s)	Data Source
			<p>access a range of employment opportunities within 30 or 60 minutes of their home by public transport</p> <ul style="list-style-type: none"> <li>• % 16-24 year olds able to access a range of employment opportunities within 30 or 60 minutes of their home by public transport</li> </ul>	TACTRAN RTS Monitoring Framework – NAPAT
SEA 5	Improve road safety across Perth and Kinross by reducing fatalities and serious injuries, in line with national targets	<ul style="list-style-type: none"> <li>• Will the Strategy and associated proposals help to reduce the likelihood of transport-related road accidents and fatalities through improving road safety across Perth and Kinross?</li> </ul>	<ul style="list-style-type: none"> <li>• Number of road traffic fatalities – Perth and Kinross</li> </ul>	Department for Transport
SEA 6	Improve the overall physical health and wellbeing of the population of Perth and Kinross through promoting a shift to active travel modes and increasing access to sustainable transport modes	<p>Will the Strategy and associated proposals...</p> <ul style="list-style-type: none"> <li>• Help reduce inequalities in exposure to ambient noise from transport related sources?</li> <li>• Reduce the number of people exposed to high levels of noise which has the potential to cause health related issues, particularly for those in deprived or vulnerable communities, and those groups at risk?</li> <li>• Help improve the overall health and wellbeing of Perth and Kinross residents through increasing access to the active travel network and improving the quality and extent of that network?</li> <li>• Help improve the overall health and wellbeing of Perth and Kinross residents by increasing access to sustainable transport modes?</li> <li>• Improve the quality of the public realm by created new and improving existing access links?</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Noise data?</b></li> <li>• % child journeys to school by walking/cycling</li> <li>• % journeys to work by walking/cycling</li> <li>• % change in number of people using public transport</li> <li>• Life expectancy at birth of residents of Perth and Kinross</li> <li>• <b>Other Public Health data required re health conditions</b></li> <li>• % of Perth and Kinross households within 800m of a bus Stop</li> <li>• % of residents of Perth and Kinross satisfied with their neighbourhood</li> </ul>	<p>Scottish Household Survey</p> <p>Census Data</p> <p>Public Health Data</p> <p>PKC Data</p>
SEA 7	Increase opportunities for access to and enjoyment of greenspaces by all sectors of society to help improve physical health and wellbeing	<p>Will the Strategy and associated proposals...</p> <ul style="list-style-type: none"> <li>• Help improve access to greenspaces for both health and recreational benefits?</li> <li>• Promote social inclusion?</li> </ul>	<ul style="list-style-type: none"> <li>• % of datazones ranked in the most deprived areas</li> <li>• % of datazones ranked in the most access deprived areas</li> <li>• % of the population of Perth and Kinross with a psychiatric hospitalisation</li> <li>• % of Perth and Kinross households within 200m of an open space area</li> </ul>	<p>SIMD Data</p> <p>Public Health Data</p> <p>PKC Data</p>

Reference	SEA Objective	SEA Criteria	Relevant Indicator(s)	Data Source
			<ul style="list-style-type: none"> <li>• % of Perth and Kinross households within 500m of a signposted core path</li> <li>• % of Perth and Kinross households within 500m of a 2Ha woodland</li> <li>• % of Perth and Kinross households within 4KM of a 20Ha woodland</li> <li>• % of residents of Perth and Kinross satisfied with their neighbourhood</li> </ul>	Scottish Household Survey
<b>SOILS</b>				
<b>SEA 8</b>	Maintain, protect and where possible enhance the fundamental qualities and productive capacities of the area's soils	<p>Will the Strategy and associated proposals...</p> <ul style="list-style-type: none"> <li>• Result in loss of the area's most important soils including prime quality agricultural land, carbon rich soils and peatland?</li> <li>• Lead to irreversible changes to or damage of soils for example through: sealing, compaction, contamination, pollution, erosion, loss of carbon?</li> <li>• Protect, and where appropriate, enhance sites designated for their geological interest?</li> </ul>	<ul style="list-style-type: none"> <li>• Total Ha of Class 1 Nationally Important Soils in Perth and Kinross</li> <li>• Total Ha of Class 2 Nationally Important Soils in Perth and Kinross</li> <li>• Total HA of Class 5 Soils in Perth and Kinross</li> <li>• Peatland ACTION project sites within Perth and Kinross</li> <li>• Total HA of Prime Quality Agricultural Land</li> <li>• No. of transport planning applications approved for development of Prime Quality Agricultural Land or other nationally important soils</li> <li>• % of geological SSSIs in favourable condition</li> </ul>	PKC Data Nature Scot
<b>WATER</b>				
<b>SEA 9</b>	Protect, maintain, and improve the quality of water bodies and wetlands across Perth and Kinross, that could be affected directly or indirectly by transport infrastructure	<p>Will the Strategy and associated proposals..</p> <ul style="list-style-type: none"> <li>• Lead to adverse impacts on the quality and quantity of the area's water resources as a result of, for example: increased surface water run-off, sedimentation and diffuse pollution, changes to catchment yields, infiltration rates, and extraction?</li> <li>• Physically impact upon a watercourse?</li> </ul>	<ul style="list-style-type: none"> <li>• % of surface waters in Perth and Kinross classified as good water quality status and above</li> <li>• % change in no. of Ha of wetlands in Perth and Kinross</li> <li>• No. of planning applications for transport related proposals where supporting information identifies potential effects on a watercourse.</li> </ul>	SEPA Nature Scot PKC Planning Application Data
<b>AIR</b>				
<b>SEA 10</b>	Improve air quality across the road network in Perth and Kinross through a modal shift to more sustainable modes of transport and travel	<p>Will the Strategy and associated proposals...</p> <ul style="list-style-type: none"> <li>• Help to reduce emissions of priority pollutants across the area, in line with</li> </ul>	<ul style="list-style-type: none"> <li>• % journeys to work by sustainable (non-car) mode of transport</li> <li>• % Taxi/Private Hire vehicles licenced by PKC that are electric</li> </ul>	Scottish Household Survey BEIS Annual Local Authority Data



Reference	SEA Objective	SEA Criteria	Relevant Indicator(s)	Data Source
		<p>Scottish and European Standards (e.g., PM<sub>10</sub>, NO<sub>x</sub> and NO<sub>2</sub>)?</p> <ul style="list-style-type: none"> <li>• Help reduce and maintain lower levels of NO<sub>2</sub> and PM<sub>10</sub> in the Perth and Crieff AQMAs to allow for those designations to be revoked?</li> <li>• Reduce the number of people across Perth and Kinross exposed to poor air quality, particularly those in deprived or vulnerable communities, and those groups at risk?</li> </ul>	<ul style="list-style-type: none"> <li>• % change in t CO<sub>2</sub>e of transport emissions in Perth and Kinross</li> <li>• % change in monitored air quality achieving annual mean concentration for Nitrogen dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>10</sub>)</li> <li>• No. of AQMAs in Perth and Kinross</li> <li>• No. of hours NO<sub>2</sub> levels exceeding allowances</li> <li>• No. of days PM<sup>10</sup> levels exceeding allowances</li> </ul>	PKC Data
<b>CLIMATIC FACTORS</b>				
SEA 11	Reduce the Transport sectors GHG emissions across Perth and Kinross, in line with national net zero transition targets	<ul style="list-style-type: none"> <li>• Will the Strategy and associated proposals help to reduce transport sector greenhouse gas emissions across Perth and Kinross to help Scotland meet its emission targets?</li> </ul>	<ul style="list-style-type: none"> <li>• Total vehicle kms - split by Trunk roads and Local roads</li> <li>• % change in t CO<sub>2</sub>e of transport emissions in Perth and Kinross</li> </ul>	Transport Scotland Department of Transport BEIS Annual Local Authority Data
SEA 12	Reduce car KMs by 20% across Perth and Kinross, compared to 2019 baseline levels, in line with national net zero transition targets	<ul style="list-style-type: none"> <li>• Will the Strategy and associated proposals help to reduce car KMs across Perth and Kinross?</li> </ul>	<ul style="list-style-type: none"> <li>• Total car KMs - split by Trunk roads and Local roads</li> <li>• % change in car KMs per person in comparison to baseline year 2019 figures</li> </ul>	Transport Scotland
SEA 13	Increase the percentage share of every day journeys made by sustainable transport and active travel modes	<ul style="list-style-type: none"> <li>• Will the Strategy and associated proposals help increase the percentage share of daily journeys made across and beyond Perth and Kinross by sustainable transport and active travel modes?</li> </ul>	<ul style="list-style-type: none"> <li>• % journeys to work by sustainable (non-car) mode of transport</li> <li>• % child journeys to school by walking/cycling</li> <li>• % journeys to work by walking/cycling</li> <li>• No. of tonnes of GHG emissions savings from walking/ cycling instead of driving</li> <li>• Proportion of personal vehicles registered as EV (Current data gap)</li> <li>• % of Council fleet vehicles that are electric or other zero direct carbon fuel technologies</li> <li>• % Taxi/Private Hire vehicles licenced by PKC that are electric</li> </ul>	Scottish Household Survey Transport Scotland Sustrans DVLA PKC Fleet Management PKC Civic Licensing
SEA 14	Increase the percentage share of goods being transported	<ul style="list-style-type: none"> <li>• Will the Strategy and associated proposals help increase the percentage share of goods being transported across Perth and</li> </ul>	Identified data gap	

Reference	SEA Objective	SEA Criteria	Relevant Indicator(s)	Data Source
	via sustainable transport and active travel modes	Kinross and beyond, by sustainable transport and active travel modes?		
<b>SEA 15</b>	Improve the climate resilience of the transport network across Perth and Kinross	<p>Will the Strategy and associated proposals...</p> <ul style="list-style-type: none"> <li>• Help to improve the resilience of the area's transport network to the predicted effects of a changing climate?</li> <li>• Improve access to services during severe weather events?</li> </ul>	<ul style="list-style-type: none"> <li>• % of Perth and Kinross transport network assets within SEPA 1:200 current flood risk areas</li> <li>• % of Perth and Kinross transport network assets within a PVA</li> <li>• % of Perth and Kinross transport assets within a Flood Risk Management Target Area (Identified data gap – infrastructure audit required)</li> <li>• No. of public road closures due to flooding or other climate change impacts (Identified data gap – infrastructure audit required)</li> </ul>	PKC Data SEPA
<b>MATERIAL ASSETS</b>				
<b>SEA 16</b>	Support development in the most sustainable locations via our transport and active travel network	<ul style="list-style-type: none"> <li>• Will the Strategy and associated proposals in conjunction with LDP3 and the LHS, help support sustainable locations for development via a sustainable transport and active transport network?</li> </ul>	<ul style="list-style-type: none"> <li>• % of Perth and Kinross settlements identified for future growth with an existing 20 minute neighbourhoods/ meet local living criteria (Current data gap to be addressed as part of LDP3 process)</li> </ul>	PKC Data
<b>SEA 17</b>	Improve the reliability and efficiency of Perth and Kinross's transport network	<ul style="list-style-type: none"> <li>• Will the Strategy and associated proposals help improve the reliability and efficiency of the area's transport network?</li> </ul>	<ul style="list-style-type: none"> <li>• Length of peak travel time journeys</li> </ul>	Google Journey Times
<b>SEA 18</b>	Improve public perception of the safety and reliability of the public transport network	<ul style="list-style-type: none"> <li>• Will the Strategy and associated proposals help improve how people view the safety and reliability of the public transport network across Perth and Kinross?</li> </ul>	<ul style="list-style-type: none"> <li>• % Residents satisfied with public transport</li> </ul>	Scottish Household Survey
<b>SEA 19</b>	Increase Electric Vehicle (EV) Infrastructure provision	<ul style="list-style-type: none"> <li>• Will the Strategy and associated proposals help support an increase in EV infrastructure provision across Perth and Kinross?</li> </ul>	<ul style="list-style-type: none"> <li>• Number of public EV charging points (by category)</li> <li>• No. public EV charging devices per 100,000 population</li> </ul>	UK Government (ZapMAP)
<b>SEA 20</b>	Maintain and enhance the existing active travel network and create new network connections	<ul style="list-style-type: none"> <li>• Will the Strategy and associated proposals result in the maintenance and enhancement of the existing active travel network and increase the extent of that network via new connections?</li> </ul>	<ul style="list-style-type: none"> <li>• % increase in length (KM) of the active travel network across Perth and Kinross</li> </ul>	PKC Data
<b>SEA 21</b>	Promote and improve the sustainable use and	Will the Strategy and associated proposals...	<ul style="list-style-type: none"> <li>• Total area (Ha) of vacant and derelict land redeveloped/ re-used for transport and active travel infrastructure</li> </ul>	PKC Data

Reference	SEA Objective	SEA Criteria	Relevant Indicator(s)	Data Source
	management of the existing transport and active travel networks. Minimise waste and maximise the sustainable use/ re-use of material assets (land, buildings, and infrastructure)	<ul style="list-style-type: none"> <li>Promote and seek the sustainable use and management of existing networks?</li> <li>Promote minimising of waste, maximising the sustainable use or re-use of material assets, and the sustainable use of natural resources?</li> </ul>	<ul style="list-style-type: none"> <li>Total area (Ha) of greenfield land developed for transport and active travel infrastructure</li> <li>No. of planning applications for transport related proposals for which the supporting information sets out a commitment regarding minimising waste and maximising the sustainable use and reuse of material assets, such as land, buildings, infrastructure, and materials.</li> </ul>	
<b>CULTURAL HERITAGE</b>				
<b>SEA 22</b>	Protect and enhance, where appropriate, the built and cultural heritage assets of Perth and Kinross and their settings	<p>Will the Strategy and associated proposals...</p> <ul style="list-style-type: none"> <li>Protect and enhance (where appropriate) the built and cultural heritage assets of the area and their settings (both designated and non-designated)?</li> <li>Improve access to cultural heritage assets to help encourage a greater knowledge, understanding and appreciation of their cultural significance and create an improved sense of place?</li> </ul>	<ul style="list-style-type: none"> <li>% change of listed buildings and scheduled monuments at risk</li> <li>No. of planning approvals with the potential to impact on the historic environment (designated and non-designated)</li> </ul>	<p>Historic Environment Scotland Buildings at Risk Register PKC Data Perth &amp; Kinross Heritage Trust (Historic Environment Record)</p>
<b>LANDSCAPE</b>				
<b>SEA 23</b>	Conserve and enhance the distinct character, diversity, and special qualities of the area's landscapes from detrimental effects of development	<ul style="list-style-type: none"> <li>Will the Strategy and associated proposals protect and enhance the character, diversity, special qualities of the area's distinctive and valuable landscapes?</li> </ul>	<ul style="list-style-type: none"> <li>% change in Ha of designated nationally and locally important landscapes</li> </ul>	<p>Nature Scot PKC Data</p>
<b>SEA 24</b>	Protect and enhance townscape character, and respect the existing pattern, form and setting of settlements	<ul style="list-style-type: none"> <li>Will the Strategy and associated proposals protect and enhance the character of the area's townscapes through careful siting and design?</li> </ul>	<ul style="list-style-type: none"> <li>Changes to existing settlement patterns</li> </ul>	<p>Tayside Landscape Character Assessment Settlement Landscape Capacity Studies Urban Capacity Studies</p>

## 5 PROPOSED SEA METHODOLOGY

This section of the Scoping Report aims to provide information on the process we intend to follow and the tools and techniques which we propose to use in the environmental assessment in order to allow the Consultation Authorities and other stakeholders to form a view on their appropriateness. However, it should be noted that these tools and techniques may be subject to change as the assessment gets underway and other methods are found to be more appropriate.

### 5.1 Overall Approach to the Assessment

Figure 3 below sets out the overall process proposed for the SEA of the Perth and Kinross Mobility Strategy, and the paragraphs to follow provide a more detailed explanation for each of the proposed stages A to D.

Figure 3: Proposed Approach to the SEA for the Mobility Strategy



### 5.1.1 Stage A – Scoping

The first stage in the process is known as Scoping and involves a range of information and data gathering steps to form a picture of the area which the Mobility Strategy will cover and the issues and any aims, objectives, targets or issues it should be seeking to address.

The various steps include:

**A1.** Identifying other relevant plans, programmes, and strategies to ensure that the relationship between the Mobility Strategy and these documents is fully explored, and also that their key environmental protection and sustainability objectives are considered through the SEA process. (See Section 3.2, and Appendix A of this Report)

**A2.** and **A3.** The collation and analysis of the environmental baseline for the area to be covered by the Mobility Strategy, in order to gain a knowledge and understanding of the existing conditions in the Perth & Kinross Council Area, and to help identify key environmental issues which the Mobility Strategy should be addressing (Section 3.3).

**A4.** The development of the SEA Objectives, the identification of assessment criteria for each of those Objectives, and indicators that can be used to monitor the effects of implementing the Strategy. (Section 4, Table 11)

**A5.** Identifying the proposed assessment methodology. (Section 5.1.2 -

**A6.** Finally, it is necessary to consult on the proposed scope of the Environmental Assessment with the Consultation Authorities and other key stakeholders via the production of this ‘Scoping Report’.

### 5.1.2 Stage B – Environmental Assessment

Depending on the feedback received at the Scoping Stage, and as the environmental assessment gets underway, it may be necessary to update the environmental baseline and proposed assessment methodology to ensure it remains fit for purpose.

However, it is currently proposed that the assessment of the Mobility Strategy will follow a thematic/objective-based approach, using a traditional matrix to assess the potential for significant environmental effects, both positive and negative, as a result of delivering the Mobility Strategy’s Vision and Priorities. A further matrix will be used to then assess the compatibility of the Strategy’s Objectives with the SEA Objectives. For both parts of the assessment, the relevant SEA Criteria identified for each of the SEA Objectives (as per Table 11) will be applied to ensure a comprehensive assessment of each of the Strategy’s key elements. **(B1)**

Figure 4 below shows an example of the proposed format for Part 1 of the assessment, and Figure 5 the potential evaluation criteria to be used. The use of a colour-coded scoring system should help to provide a clear picture of the overall likelihood of significant environmental effects arising as a result of implementing the Mobility Strategy’s Vision and 4 Priorities. The completed matrices will also provide a text summary of potential effects, an indication of the timeframe and duration anticipated for those effects i.e., whether they are likely to be short, medium, or long term, and if they will be temporary or permanent. Relevant mitigation and/or enhancement measures will be suggested, as appropriate, to avoid or mitigate against identified negative effects of the Strategy and bring further positive effects through enhancement.

**Figure 4: Proposed Framework to Assess the Mobility Strategy’s Vision and Priorities**

Mobility Strategy Vision					
SEA Objective	Overall Evaluation	TimeFrame (Short/ Medium/ Long Term)	Duration (Temporary or Permanent)	Summary of Potential Effects	Proposed Mitigation or Enhancement Measures
SEA 1					

MS Priority 1: Reducing Inequalities					
SEA Objective	Overall Evaluation	TimeFrame (Short/ Medium/ Long Term)	Duration (Temporary or Permanent)	Summary of Potential Effects	Proposed Mitigation or Enhancement Measures
SEA 1					

Figure 5: Proposed Evaluation Matrix Key

Significant Positive	Positive	Minor Positive	Neutral/ No Effects	Uncertain/ Unknown	Minor Negative	Negative	Significant Negative
++	+	0/+	0	~	0/-	-	--

Part 2 of the assessment is concerned with testing the compatibility of the Strategy's Objectives with the SEA Objectives. The proposed matrix to be used and the scoring system to be applied are shown below at Figures 6 and 7. The analysis will consider what the likelihood is that the Mobility Strategy Objectives can deliver on the stated criteria for each of the SEA Objectives. It is expected that through assessing the compatibility of the two sets of Objectives, the SEA process will highlight areas of the Mobility Strategy that may merit further consideration. A text summary of anticipated overall effects (including likely cumulative and synergistic effects) will be provided, along with proposed mitigation and enhancement measures, where appropriate. (B1 and B3)

Figure 6: Proposed Framework to Assess the Mobility Strategy's Objectives

	MS 1	MS 2	MS 3	Summary of Overall Effects (including Cumulative or Synergistic)	Proposed Mitigation and/or Enhancement Measures
SEA 1					
SEA 2					

Figure 7: Proposed Evaluation Matrix Key

++	Compatible
+	Mostly Compatible
~	Unclear Relationship
-	Mostly Incompatible
--	Incompatible
?	Uncertain Relationship

Part 2, Section 14(2) of the Environmental Assessment (Scotland) Act 2005 requires Perth & Kinross Council, as the responsible authority, to identify, describe and evaluate within the Environmental Report the likely significant effects on the environment of implementing the Mobility Strategy and any reasonable alternatives to the Strategy, considering its objectives and geographical scope. (B2)

However, as the Mobility Strategy is being developed to provide a local transport and active travel context for the delivery of the priorities, outcomes and targets set in higher level national, regional, and Council wide strategies and plans, it is considered that the only real reasonable alternative that could be assessed would be a 'do nothing' approach. As this is not an option if Perth and Kinross is to play its part in - helping Scotland meet its net zero emissions targets, improving the resilience of the Country's transport infrastructure to the effects of a changing climate, reducing transport related inequalities across the area, encouraging inclusive economic growth, and improving the health and wellbeing of the area's citizens through an increased uptake in active travel, it is thought to be more appropriate to instead consider alternative scenarios for implementing the Mobility Strategy's Vision against the SEA Objectives.

The alternative scenarios will be the Strategy's 4 Priorities: Reducing inequalities (Social Equity); Takes climate action (Climate); Helps deliver inclusive economic growth (Economic) and Improves our health and wellbeing (Human Health). Figures 8 and 9 to follow outline the proposed

framework for assessing the environmental effects of the 4 alternative scenarios.

**Figure 8: Proposed Framework to Assess the Alternative Scenarios for the Implementation of the Mobility Strategy’s Vision**

SEA Objectives	Alternative Scenarios				Summary of Outcomes
	1. Social Equity	2. Climate	3. Economic	4. Human Health	
SEA 1					
SEA 2					
SEA 3					
SEA 4					
SEA 5 etc...					

**Figure 9: Assessment Key**

Effect				
++	+	0	-	--
Major Positive	Minor Positive	Unknown	Minor Negative	Major Negative

**Question 8:** Do you think the proposed approach to dealing with ‘alternatives’ is appropriate?

**Question 9:** Is the suggested approach to dealing with cumulative effects appropriate?

The final step of Stage B is to consider a framework of measures to allow the monitoring of any significant environmental effects that may occur as a result of the Strategy being implemented. The monitoring framework will draw from the list of relevant indicators which have previously been identified in Table 11 of this Scoping Report for each of the SEA Objectives,

covering all of the key SEA topic areas, and will be included in the Environmental Report. **(B5)**

### 5.1.3 Stages C and D – Environmental Report, Consultation, Review and Monitoring

The remaining stages in the process will involve:

- Preparation of the Environmental Report (ER).
- Consultation and engagement on the Mobility Strategy and SEA ER in tandem.
- Appraisal of any significant changes to the Mobility Strategy as a result of the environmental assessment, and any comments received during the consultation and engagement stage.
- Finalising the Monitoring Framework for the Mobility Strategy.
- Implementing and monitoring the Strategy and responding to any significant effects which may arise as a result.

**Question 10:** Is the suggested approach to dealing with identifying mitigation and enhancement, and monitoring the implementation of the Strategy appropriate?



## 6 NEXT STEPS

### 6.1 Proposed Consultation

The Environmental Assessment (Scotland) Act 2005 sets out certain statutory requirements for formal consultation on this Scoping Report, and guidance suggests that it is good practice to consult with other parties. Therefore, we are seeking the views of:

- The Consultation Authorities (Historic Environment Scotland (HES), Nature Scot (NS), and Scottish Environment Protection Agency (SEPA).
- Other key stakeholders (both internal to PKC and external)
- People with an interest in transport and active travel within Perth and Kinross.

This will be undertaken by contacting a number of these stakeholders directly, and also by making this Scoping Report and the Mobility Strategy Main Issues Report available for inspection at the Council's main office in Perth, Pullar House, and on our website: [www.pkc.gov.uk](http://www.pkc.gov.uk)

### 6.1.1 Indicative Timetable

Table 12 below sets out the remaining steps for the SEA of the Perth and Kinross Mobility Strategy

Table 12: Key Remaining Steps in the SEA Process

Activity	Indicative Dates
Ongoing public engagement as part of the LDP 3 Big Place Conversation (using the Place Standard Tool)	January to August 2023
Let's Talk Transport! – Public consultation of the Let's Talk Transport report, commonly referred to as the Main Issues Report	May to June 2023
Submit Scoping Report to SEA Gateway and begin 6 weeks consultation period for the SEA Scoping Report.	June 2023
Scoping Report consultation period ends	August 2023
Draft Mobility Strategy development and Environmental Assessment begin	August 2023
SEA Environmental Report and Consultative Draft Mobility Strategy finalised	Summer 2024
Submit Environmental Report and Consultative Draft Mobility Strategy to the SEA Gateway, and begin 6 week consultation period on both documents	Summer 2024
Modify Mobility Strategy (if necessary) in light of comments received and assess any modifications for potential significant environmental effects	Autumn 2024
Adopt and publish Mobility Strategy	Winter 2024/25
Publish SEA Post Adoption Statement	Spring 2025

**Question 11** Is the time proposed for, and means of consultation adequate?



## 6.2 Framework for Analysing Comments

In order to keep track of and analyse comments received during the Scoping Report consultation period, the following template is proposed to record comments against specific sections of the Report and provide an explanation or response as to how those comments have been addressed.

Figure 10: Proposed Scoping Report Comments Analysis Framework

Individual or Organisation	Scoping Report Reference	Comment(s) Received	Action Taken

At the end of the Scoping Report consultation period, the comments received will be considered and the information contained within this Report updated or amended, as appropriate, prior to being used during the next stages in the SEA process for the Mobility Strategy.

## APPENDICES



APPENDIX A REVIEW OF OTHER RELEVANT PLANS, PROGRAMMES, AND STRATEGIES

Table A.1 General, Transport and Inter-relationships

Name of PPS	Summary of Main Requirements of PPS	Summary of relevance to the Mobility Strategy
<b>General</b>		
National Performance Framework and Indicators	<p>The National Performance Framework is for all of Scotland. It aims to:</p> <ul style="list-style-type: none"> <li>• Create a more successful country</li> <li>• Give opportunities to all people living in Scotland</li> <li>• Increase the wellbeing of people living in Scotland</li> <li>• Create sustainable and inclusive growth</li> <li>• Reduce inequalities and give equal importance to economic, environmental and social progress</li> </ul> <p>It is guided by a set of 3 values:</p> <ul style="list-style-type: none"> <li>• Treat all our people with kindness, dignity and compassion</li> <li>• Respect the rule of the law</li> <li>• Act in an open and transparent way.</li> </ul> <p>To help achieve its purpose, the Framework sets out 11 National Outcomes, which describe the kind of Scotland that it aims to create. The Outcomes reflect the values and aspirations of the people of Scotland, are aligned with the UN Sustainable Development Goals, and help to track progress in reducing inequality. For each of the 11 Outcomes, a set of National Indicators have been identified, which provide a measure of national wellbeing. They include a range of economic, social, and environmental indicators.</p>	<p>The Perth and Kinross Community Plan (Local Outcomes Improvement Plan) 2022-23 reflects the National Performance Framework in the context of Perth and Kinross, translating the UN Sustainable Development Goals and National Outcomes taking account of the local needs for the Perth &amp; Kinross Council Area.</p> <p>The vision aims and objectives of the Mobility Strategy should be in alignment with those of the Community Plan.</p>
The Tay Cities Region Tourism Strategy 2019 – 2024	<p>The aim of this first Tay Cities Region Tourism Strategy is to ensure that the tourism sector is contributing to the delivery of the Tay Cities Regional Economic Strategy by supporting businesses, generating employment and capitalising on new developments, which will help enhance our common strengths for the benefit of communities across the whole region.</p> <p>Its Vision is that: <i>‘By 2024, tourism will play a greater role in the Tay Cities Region by supporting an inclusive, innovative, international, connected and empowered Tay Cities regional economy.’</i></p> <p>Its identified Mission is: <i>‘To work collaboratively to strengthen tourism in the Tay Cities Region, ensuring regional and seasonal spread and a continued commitment to delivering quality visitor experience for all.’</i></p> <p>In order to grow the value of the Region’s visitor economy, the Strategic Objectives are:</p> <ul style="list-style-type: none"> <li>• Grow the value of overnight stays across the Region</li> <li>• Improve the all-round experience for visitors</li> <li>• Address common challenges e.g. connectivity, accessibility, seasonality and productivity</li> </ul>	<p>The Mobility Strategy should help to facilitate the delivery of the Regional Tourism Strategy through supporting, via the transport and travel network, the objective to develop regional destination connectors (i.e., the Culture and Creative Industries, the Region’s Food and Drink Offer, and Outdoor Adventures).</p>

Name of PPS	Summary of Main Requirements of PPS	Summary of relevance to the Mobility Strategy
	<ul style="list-style-type: none"> <li>• Develop regional destination connectors (culture and creative industries; food and drink; and outdoor adventures) <ul style="list-style-type: none"> <li>- Deliver these objectives using the shared values of collaboration, leadership, sustainable growth, quality of life and professional development.</li> <li>- Achieve the ambition through seizing new opportunities presented through collaborative working.</li> <li>- An action plan will be developed using the priorities for action set out in the Strategy as a starting point.</li> </ul> </li> </ul>	
Perth & Kinross Council Corporate Plan 2022 - 2027	<p>The Perth &amp; Kinross Council Corporate Plan 2022-2027, sets out the Council’s vision for a Perth and Kinross <i>‘where everyone can live life well, free from poverty and inequality.’</i> It proposes a number of key priorities for the 5-year period 2022-2027. It also reflects the principles of the <a href="#">Perth and Kinross Offer</a>, which sets out the Council’s commitment to better engage with people and communities, and ensure they have their say and are involved at an earlier stage in strategic planning discussions.</p> <p>In order to achieve the Corporate Plan Vision, the Council will work with and within its communities to ensure that:</p> <ul style="list-style-type: none"> <li>• Children and young people grow up safe, respected, well-educated, and confident in their ability to realise their full potential</li> <li>• People and businesses are increasingly able to prosper in a local economy which supports low carbon ambitions and offers opportunities for all</li> <li>• People can achieve their best physical and mental health and have access to quality care and support when they need it</li> <li>• Communities are resilient and physically, digitally, and socially connected.</li> <li>• Perth and Kinross is a safe and vibrant place, mitigating the impacts of climate and environmental change for this and future generations</li> </ul> <p>Through the Corporate Plan, the Council has identified seven priority areas which it believes it can directly influence and have the most impact on, and those which are most important to delivering the vision of Perth and Kinross as a place where everyone can <i>‘live life well, free from poverty and inequality.’</i></p> <ol style="list-style-type: none"> <li>1. Working in partnership with communities</li> <li>2. Tackling poverty</li> <li>3. Tackling climate change and supporting sustainable places</li> <li>4. Developing a resilient, stronger and greener local economy</li> <li>5. Enabling our children and young people to achieve their full potential</li> <li>6. Protecting and caring for our most vulnerable people</li> <li>7. Supporting and promoting physical and mental wellbeing</li> </ol> <p>As Council resources are limited, these priorities will act as a guide for difficult decision-making about where to invest the Council’s funding and staff time, and how to make the best use of other assets.</p>	<p>The development of a Mobility Strategy was identified as a key strategy in delivering the Corporate Plan’s Priorities 3 and 4: ‘Tackling climate change and supporting sustainable places’, and ‘Developing a resilient, stronger, and greener local economy.’</p> <p>The Mobility Strategy is one of three place-based strategies being developed by Perth &amp; Kinross Council’s Planning &amp; Housing Strategy Team. All three aim to deliver Perth &amp; Kinross Council’s Corporate Plan Vision, by achieving places where everyone can live life well.</p>

Name of PPS	Summary of Main Requirements of PPS	Summary of relevance to the Mobility Strategy
	<p>Key actions have also been identified for each of the seven Corporate Plan Priorities (See Table 3 below), along with a suite of Performance Indicators to allow regular monitoring of the Council’s performance against these priorities. This will ensure that the Corporate Plan Priorities remain relevant and effectively contribute to the Council’s Vision.</p>	
<p><a href="#">Perth and Kinross Community Plan (LOIP) 2022 - 2032</a></p>	<p>The Community Plan sets out the Community Planning Partnership’s (CPP) ambition for the area, which is for Perth and Kinross ‘...to be the best place in Scotland for everyone to live life well, free from poverty and inequality’ and what the CPP will do over the following 12 months and beyond to help realise that ambition. The Plan’s priorities focus on inequalities which are stubborn and need new collaborative approaches. The priorities are:</p> <ol style="list-style-type: none"> <li>1. Reducing Poverty</li> <li>2. Physical and Mental Wellbeing</li> <li>3. Digital Participation</li> <li>4. Learning and Development</li> <li>5. Employability</li> </ol> <p>In addition to the above 5 Strategic Priorities, the Community Plan identifies 2 cross-cutting issues:</p> <ol style="list-style-type: none"> <li>1. Climate Change and a Just Transition to a Net Zero Scotland by 2045 – CPP Climate Change Working Group has been established to address specific inequalities brought by climate change and provide a forum for partners to collaborate on climate change related actions.</li> <li>2. Cost of Living Crisis – take joint action to mitigate the impact on people and communities in Perth and Kinross.</li> </ol> <p>The development of a Perth and Kinross Mobility Strategy, focusing on delivering safe, affordable, active, and sustainable travel options, is identified as an action under the Physical and Mental Wellbeing Priority of the Community Plan.</p>	<p>The production of the Mobility Strategy will deliver upon the specific Community Plan action under the Physical and Mental Wellbeing Priority.</p> <p>The Strategy’s development should follow the overall ethos of the Community Plan and the Perth and Kinross Offer, which is placing people at the heart of everything we do, recognising that everyone has something to offer in shaping the future of Perth and Kinross.</p>
<b>Transport</b>		
<p><a href="#">National Transport Strategy 2 – Protecting Our Climate and Improving Lives, 2020</a></p>	<p>Scotland’s second National Transport Strategy (NTS) was published early February 2020. It was developed following a comprehensive review of the original NTS (2006) and sets out an ambitious vision for the country’s transport system for the next 20 years. The vision is that:</p> <p><i>“We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.”</i></p> <p>The vision is underpinned by 4 interconnected priorities, with each priority also having 3 associated outcomes:</p> <ol style="list-style-type: none"> <li>1. <b>Reduce Inequalities</b> – our transport system will be accessible, easy to use and affordable for all. <i>‘Everyone in Scotland will share in the benefit of a modern and accessible transport system.’</i></li> </ol>	<p>It is proposed that Perth &amp; Kinross Council’s Mobility Strategy adopts the 4 key national priorities set out in NTS2, ensuring they are fundamental to the development and delivery of the Strategy.</p>

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	<p>2. <b>Take Climate Action</b> – our transport system will help deliver our net-zero target, adapt to the effects of climate change, and promote greener, cleaner choices. <i>‘People will be able to make travel choices that minimise the long-term impacts on our climate and the wellbeing of future generations.’</i></p> <p>3. <b>Help Deliver Inclusive Economic Growth</b> – our transport system will get people and goods where they need to get to, be reliable, efficient, and high quality, and use beneficial innovation. <i>‘Scotland will have a transport system that will help the whole country to flourish.’</i></p> <p>4. <b>Improve our Health and Wellbeing</b> – our transport system will be safe and secure for all, enable us to make healthy travel choices, and help make our communities great places to live. <i>‘Scotland’s transport system will be safe and enable a healthy, active and fit nation.’</i></p>	
<a href="#">Strategic Transport Projects Review 2</a>	<p>In 2019, Transport Scotland, the national transport agency of the Scottish Government, commenced the second Strategic Transport Projects Review, the first review having been published in 2008. It will help deliver the vision, priorities and outcomes that are set out in the second National Transport Strategy (NTS2).</p> <p>This review of the strategic transport network’s performance will inform transport investment in Scotland for the next 20 years (2022-2042) by providing evidence-based recommendations on which Scottish Ministers can base future transport investment decisions.</p>	<p>In order to continue alignment between the National Transport Strategy 2 and the Mobility Strategy, the Mobility Strategy will consider and potentially adopt a number of the 45 Tay Cites recommendations within the STPR2. Each recommendation focuses on sustainable transport options, 28 of which are relevant for the majority of Scotland as a whole.</p>
<a href="#">Scotland Cycling Framework</a>	<p>The Cycling Framework for Active Travel sets out our strategic priorities and shared actions to maximise cycling’s contribution in realising the Scottish Government’s long term Vision for Active Travel in Scotland: That Scotland’s communities are shaped around people, with walking and cycling the most popular choice for everyday short journeys.</p> <p>The top priority for the achievement of our vision is for the delivery of more dedicated, high quality, safe cycling infrastructure, effectively resourced, where fair access is ensured and uptake is supported with training and education.</p>	<p>The Mobility Strategy will consider all modes of transport for the movement of people and goods across Perth and Kinross’s rural and urban settings, to help achieve national targets and local objectives. Active travel plays a key role in decarbonising transport, along with several co-benefits, and will subsequently play a key role in the emerging Mobility Strategy.</p>
<a href="#">Scotland’s Road Safety Framework to 2030 - Together, making Scotland’s roads safer</a>	<p>The Framework has taken into consideration the Scottish Government’s ambitions set out in the National Transport Strategy 2, as well as the overarching context in which road safety operates. It sets out an ambitious and long-term goal for road safety in Scotland, where no-one dies or is seriously injured by 2050. Its vision is <i>‘for Scotland to have the best road safety performance in the world.’</i></p> <p>It identifies 5 Outcomes around:</p> <ol style="list-style-type: none"> <li>1. Safe Road Use</li> <li>2. Safe Vehicles</li> <li>3. Safe Speeds</li> <li>4. Safe Roads and Roadsides</li> </ol>	<p>The Mobility Strategy will adopt the NTS2 4 priorities, one of which is health and wellbeing. Problems and opportunities regarding health and wellbeing across Perth and Kinross’s transport network have been identified.</p>



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	<p>5. Post-Crash Responses</p> <p>The Framework establishes a series of targets – both interim targets to 2030, and intermediate outcome targets with measures.</p> <p>The Interim Targets to 2030 are:</p> <ul style="list-style-type: none"> <li>• 50% reduction in people killed (relative to the 2014-2018 average)</li> <li>• 50% reduction in people seriously injured (relative to the 2014-2018 average)</li> <li>• 60% reduction in children (aged &lt;16) killed</li> <li>• 60% reduction in children (aged &lt;16) seriously injured</li> </ul> <p>The Intermediate Outcome Targets are:</p> <ul style="list-style-type: none"> <li>• 40% reduction in pedestrians killed or seriously injured</li> <li>• 20% reduction in cyclists killed or seriously injured</li> <li>• 30% reduction in motorcyclists killed or seriously injured</li> <li>• 20% reduction in road users aged 70 and over killed or seriously injured</li> <li>• 70% reduction in road users aged between 17 to 25 killed or seriously injured</li> <li>• Percentage of motorists driving/riding within the posted speed limit</li> <li>• The casualty rate for the most deprived 10% SIMD areas is reduced to equal to the least deprived 10% SIMD areas</li> </ul> <p>12 Strategic Actions are identified in the Framework: Speed; Climate; Funding; Change in attitudes; Technology; Active &amp; Sustainable Travel; Knowledge &amp; Data Analysis; Enforcement; Health; Education; Infrastructure; and Reduce Inequality.</p>	
<p><a href="#">Tactran Regional Transport Strategy 2015-2036 (Refresh)</a></p>	<p>The purpose of the 2015 Refresh was to incorporate significant developments in policy, and better align it with the then new TAYplan Strategic Development Plan (SDP) and its transport implications, the new LDP system, and also emerging Community Planning Partnership Single Outcome Agreements.</p> <p>Tactran’s Vision Statement sets out the strategic direction and outcomes they want the Regional Transport Strategy (RTS) to achieve over the 21 year period of the Strategy, and beyond. This is to deliver:</p> <p><i>‘a transport system, shaped by engagement with its citizens, which helps delivery prosperity and connects communities across the region and beyond, which is socially inclusive and environmentally sustainable, and which promotes the health and wellbeing of all.’</i></p> <p>The RTS Objectives have been developed under six broad themes: Economy; Accessibility; Equity &amp; Social Inclusion; Environment; Health &amp; Wellbeing; Safety &amp; Security; and Integration. Each theme has an overarching objective and also related supporting sub-objectives.</p> <p>The refreshed RTS has three Key Strategic Themes: Economic Prosperity; Connecting Communities and Being Socially Inclusive; and Environmental Sustainability and Promoting Health and Wellbeing.</p>	<p>Regional Transport Strategies and Delivery Plans provide the regional priorities, projects, actions and services, aligned with the NTS priorities. While these provide a framework for travel and transport in the region, the RTS generally has a particular focus on regional travel between the relevant local authorities rather than travel wholly within local authority areas. The Perth and Kinross Mobility Strategy will consider transport within the context of its local area, but it will do so in alignment with the overall vision, priorities and actions contained within the RTS.</p>

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	<p>The previous Strategy (2008-2023) identified twenty-three Strategic Actions, which the Partnership would pursue to deliver the key RTS Objectives. During the first seven years of the RTS, significant progress was made on implementing these Actions. As part of the refresh, these original Strategic Actions were updated and redefined to reflect the changes and progress identified in the Refresh document.</p> <p>A number of detailed strategies or frameworks have been developed since the 2008-2023 RTS was approved. These cover Strategic Connectivity, Active Travel, Buses, Freight, Health &amp; Transport, Park &amp; Ride, Travel Information, and Travel Planning. They draw on the RTS Objectives and set out in more detail the policy and delivery framework for specific strands of the RTS.</p> <p>A newly emerging RTS 3 is under development. This will closely align with the NTS2 at a regional scale.</p>	<p>The Mobility Strategy and newly emerging Regional Transport Strategy 3 will be closely aligned, ensuring clear alignment is achieved across the local, regional, and national scales.</p>
<p>Designing Streets (2010)</p>	<p>This is the first policy statement in Scotland for street design and marks a change in the emphasis of guidance on street design towards placemaking, and away from a system focused on the dominance of motor vehicles. It was created to support the Scottish Government’s placemaking agenda and is intended to sit alongside the 2001 Designing Places planning policy document, which sets out the Scottish Government’s aspirations for design and the role of the planning system in delivering these aspirations.</p>	<p>The Mobility Strategy should recognise and reflect the content of these guidance documents to help create better places through design.</p>
<p><a href="#">Tactran –Tayside Bus Alliance (Bus Partnership Fund)</a></p>	<p>The Tayside Bus Alliance is an initiative between local bus companies, councils, user groups and Regional Transport Partnerships. A key aim of the alliance will be the appraisal and recommendation of targeted improvements such as bus priority measures, route and network design enhancements, in addition to wider measures to make bus services more attractive.</p>	<p>The Mobility Strategy will consider and incorporate on going schemes and projects such as Tayside Bus Alliance project, ensuring work isn’t delayed but also supported at a strategic level.</p>
<p><a href="#">Perth Transport Future</a></p>	<p>The Perth Transport Future Project is a major infrastructure upgrade programme to improve the road network around Perth City.</p> <p>The project will address the long-term transportation needs of the area, promote economic growth and address issues of congestion and pollution within Perth City Centre while facilitating active travel options.</p>	<p>The Mobility Strategy will fundamentally carry on from the ongoing Perth Transport Futures work, with a focus on both rural and urban communities.</p>
<p><a href="#">The Perth People Place Programme</a></p>	<p>The Perth People Place Programme aims to make significant improvements to sustainable transport and active travel, in response to the changing way in which we now live, travel and work following the COVID-19 pandemic.</p> <p>This will be achieved through creating more sustainable travel routes between rural areas, edge of city neighbourhoods, and Perth City Centre, and developing “liveable neighbourhoods” where amenities and services are accessible or located within a 20-minute return walk or wheel from home.</p> <p>The first project being developed through the Programme is the Dunkeld Road Corridor Neighbourhood. It consists of multiple communities, and the Corridor is being developed as part of a plan to link the City Centre, Bertha Park, Luncarty, and the wider rural communities. It will:</p> <ul style="list-style-type: none"> <li>• Deliver safer, more accessible and more inclusive environments for sustainable travel</li> </ul>	<p>The Mobility Strategy will consider and incorporate on going schemes and projects such as Perth People Place, ensuring work isn’t delayed but also supported at a strategic level.</p>

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	<ul style="list-style-type: none"> <li>• Reduce the need for carbon-based travel</li> <li>• Create spaces for use by the public and businesses, producing conditions for both to thrive</li> <li>• Improve integration between active travel modes and public transport</li> </ul>	
<a href="#">Perth and Kinross Active Travel Strategy</a>	<p>The focus of this Active Travel Strategy is to reduce travel by motorised vehicles, encourage, enhance, and monitor physical active travel modes, and make improvements to infrastructure and raise awareness of routes for those with mobility issues.</p> <p>The Strategy aims to encourage more people in Perth and Kinross to walk and cycle more often, making them more active and helping to improve their health and wellbeing. To achieve this aim, the Council and its partners will work to:</p> <ul style="list-style-type: none"> <li>• Provide a more socially inclusive transport system</li> <li>• Reduce the impacts of congestion, air pollution and severance of vehicular transport on Perth and Kinross Communities</li> <li>• Improve public health</li> <li>• Boost economic activity</li> </ul> <p>Perth &amp; Kinross Council and its partners will seek to:</p> <ul style="list-style-type: none"> <li>• Increase the number of journeys made on foot across Perth and Kinross as recorded in the 2011 Census for Scotland</li> <li>• Increase the number of journeys made by bike in Perth and Kinross as recorded in 2011 Census for Scotland</li> <li>• Increase the proportion of residents of Perth and Kinross walking more than 30 minutes in one go per month by 5% by 2028 in comparison with a 2018 baseline</li> <li>• Increase the proportion of residents cycling monthly or more often in Perth and Kinross by 50% by 2028 in comparison with a 2018 baseline</li> </ul> <p><u>Strategic Priorities</u></p> <p>To encourage more active travel, the following initiatives will be progressed:</p> <ul style="list-style-type: none"> <li>• Improve active travel networks</li> <li>• Improve other active travel infrastructure (such as bike parking)</li> <li>• Improve information on networks or opportunities to use them</li> <li>• Enable more people to walk and cycle more often (such as by helping them get access to a bike)</li> <li>• Encourage more people to walk and cycle more often (by promoting the benefits of doing so)</li> </ul>	<p>The Mobility Strategy will help to deliver upon the aims and priorities of the Perth and Kinross Active Travel Strategy.</p>
<b>Land Use Planning</b>		
National Planning Framework (NPF) 4	National Planning Framework (NPF) 4 was adopted and published on 13 February 2023. It is required under the 2019 Planning Act and sets out the Scottish Ministers’ policies and proposals for the development and use of land. Unlike its previous iterations, NPF4 now forms part of the Statutory Development Plan,	The Mobility Strategy is one of three place-based strategies which shape how places

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	<p>alongside Local Development Plans (LDPs). The Framework will play a key role in supporting the delivery of Scotland’s 11 National Outcomes, and the United Nations 17 Sustainable Development Goals.</p> <p>NPF4 is divided into 3 parts. Part 1 provides a long-term Spatial Strategy for Scotland to 2045. It includes 6 overarching spatial principles, which all future places are to be planned in line with; an introduction to each of the Framework’s 3 key themes: <i>Sustainable Places</i>, <i>Liveable Places</i>, and <i>Productive Places</i>, and an overview as to how the delivery of these themes will be supported by the National Spatial Strategy and individual National Developments. It also includes a section on Regional Spatial Priorities for the 5 identified regions – North and west coast and island, North, North east, Central, and South. Perth and Kinross falls within the North and Central regions.</p> <p>Part 2 is the National Planning Policy section of NPF4. It contains 33 individual topic or issue-based policies, divided up by relevance, under the Framework’s 3 key themes. The policies are formatted in such a way as to set out clearly the Policy Principles (Intent and Outcomes), Local Development Plan requirements, Development Management considerations and requirements, expected Policy Impact (i.e., delivery of NPF4 Spatial Principles), and any other key NPF4 policy connections. Policies 1: Tackling the climate and nature crises, 2: Climate mitigation and adaptation, and 3: Biodiversity, are universal policies which should be applied, together with other relevant policies, to the decision-making for all development proposals. This is to ensure significant weight is given to the dual global climate and nature crises.</p> <p>Part 3 of the Framework is Annexes A-G. These provide, amongst other things: a guide on how to use the Framework; Statements of Need for each of the 18 National Developments identified in NPF4; detailed information on Spatial Planning Priorities for the 5 regions, which is to help guide the preparation of Regional Spatial Strategies and Local Development Plans; and, the Minimum All-Tenure Housing Land Requirements (MATHLR) for each Local and National Park Authority area in Scotland, i.e. the minimum amount of land identified (referred to in terms of housing units) to be provided by each planning authority for a 10 year period via LDPs. For Perth and Kinross this figure is 8500 units.</p> <p>Transport and travel, particularly active travel, plays a key role in all 3 of NPF4’s Key Themes to help create Sustainable, Liveable and Productive Places, from: reducing the need to travel through creating more sustainable, better designed and connected places; reducing emissions to achieve a net zero Scotland by promoting more sustainable transport options; ensuring our existing and future transport infrastructure is able to adapt to and mitigate against the impacts of climate change; improving the health and overall wellbeing of communities by providing better access to key services, employment and education locations, and creating more opportunities for active travel; promoting and facilitating an infrastructure first approach, and contribute to nature restoration and biodiversity enhancement through the design and delivery of multi-benefit green and blue infrastructure.</p>	<p>develop over the long-term. This includes the Local Housing Strategy and the Local Development Plan. All three strategies aim to deliver Perth &amp; Kinross Council’s Corporate Plan Vision, by achieving places where everyone can live life well free from poverty and inequalities. NPF4 sets the national land use planning policy framework as part of the Statutory Development Plan, alongside LDPs. Therefore, ensuring the Mobility Strategy aligns with NPF4 is fundamental.</p>
<a href="#">Perth and Kinross Local Development Plan 2</a>	<p><b>Note:</b> Following the coming into force of the 2019 Planning Act and the Town and Country Planning (Development Planning) (Scotland) Regulations 2023, and the adoption of National Planning Framework 4, a</p>	<p>The Mobility Strategy is one of three place-based strategies which shape how places</p>

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	<p>review of LDP2 has begun. LDP3 will be developed in line with the requirements of the updated legislation, regulations, and framework. In the interim, decision making should be taken in accordance with NPF4 and Perth and Kinross LDP2. In the event of a conflict or incompatibility arising between national policies in NPF4 and an existing LDP, legislation states that whichever of the documents has been most recently adopted takes precedence i.e., for now, and until such time as Perth and Kinross LDP3 is adopted, NPF4 has greater weight in the decision-making process.</p>	<p>develop over the long-term. This includes the Local Housing Strategy and the Local Development Plan. All three strategies aim to deliver Perth &amp; Kinross Council's Corporate Plan vision, by achieving places where everyone can live life well free from poverty and inequalities. The Mobility Strategy should be developed in alignment with the contents of NPF4, and in conjunction with the development of LDP3 which will have a greater people and place-based focus.</p>
<p><a href="#">Perth West</a></p>	<p>Perth West is a development proposal site of 240Ha of land on the western edge of Perth. It has been identified for residential and commercial development. The first phase covers 180Ha and forms the southern part of the development site. The proposal is to deliver energy and mobility infrastructure to develop commercial land and integrated residential neighbourhoods. The project is made up of a number of components:</p> <ul style="list-style-type: none"> <li>• Perth Innovation Highway – A Tay Cities Deal project, it describes a corridor that connects existing and planned city mobility and full fibre strategies with renewable energy sources. The corridor will be made up of physical and digital infrastructure. The ambition is to connect the A9 through a replacement junction at Tibbermore with the city centre to enable the step change needed to decarbonise heat and mobility.</li> <li>• Perth Eco Innovation Park – 26Ha of commercial land to be designed and delivered as a ‘knowledge hub’ to leverage the research, skills development, and technological applications of the Perth Innovation Highway. Stage one is a mobility hub unlocking an active travel programme, alongside mobility as a service options and a last mile delivery centre, all connected to a smart energy network.</li> <li>• Lamberkin Village – the site has been identified for 3500+ homes, including up to 875 affordable homes. It will include an inter-regional housing mix, along with a broader range of tenures, connected by a pedestrian and cycle-friendly street network to create walkable neighbourhoods. The digital infrastructure delivered by the Perth Innovation Highway will provide technological support for homeworking, assisted living and connections to the active travel options enabled by the Broxden mobility hub and last mile delivery. Connecting into the DR.ECO smart local energy network will allow residential development to come forward, to achieve the Scottish Government’s net zero 2045 target.</li> <li>• DR.ECO – development of a city scale smart energy network. DR.ECO forms an early phase of this infrastructure as part of the ‘living lab’ concept, with a particular focus on heat, transport and inter-seasonal storage.</li> </ul>	<p>The Perth West site is a strategic development location on the western edge of Perth. It is important that the Mobility Strategy helps support the delivery of the project’s key mobility elements.</p>

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<a href="#">Cairngorms National Park LDP 2021</a>	<p>The LDP seeks to enable the right kind of development to happen in the right place to help deliver the aims of the National Park. It focuses on the 5 year period to 2025, but includes development proposals for the 10 year period to 2030, and gives a general indication of the likely scale and location of development up to 20 years into the future.</p> <p>The National Park’s statutory aims are:</p> <ul style="list-style-type: none"> <li>• To conserve and enhance the natural and cultural heritage of the area;</li> <li>• To promote sustainable use of the natural resources of the area;</li> <li>• To promote understanding and enjoyment (including enjoyment in the form of recreation) of the special qualities of the area by the public; and</li> <li>• To promote sustainable economic and social development of the area’s communities.</li> </ul> <p>There is a partnership approach to planning in the National Park. The Cairngorms National Park Authority (CNPA) and 5 relevant local authorities (including Perth &amp; Kinross Council) all play a key role in making the planning system work effectively. The CNPA sets the planning policy framework for the National Park via the CNP Partnership Plan and LDP. All planning applications in the Park are determined in line with this policy framework. However, applications are in the first instance submitted to the relevant local authority, the CNPA then ‘calls in’ and determines the most significant applications for the Park, leaving the remainder to be determined by the local authorities.</p> <p>Other key plans and strategies for the CNP are: ‘Active Cairngorms’ (outdoor access strategy), ‘Cairngorms Nature’ (sets out the NP’s conservation policies), ‘Economic Action Plan’, and ‘LEADER Local Development Strategy’.</p> <p>The upgrading of transport infrastructure (including active travel) is a key element in the LDP’s Spatial Strategy i.e., the strengthening and improving of road and rail connections between the Central Belt and the north of Scotland (including between Perth and Inverness via the dualling of the A9, upgrading of the non-motorised parallel route, and the ‘Electric Highway’ designation for the A9).</p>	<p>The Mobility Strategy should take cognisance of the National Park’s aims and objectives, particularly where they relate to cross boundary Spatial Strategy and transportation matters with Perth and Kinross, so as not to impede the opportunities for better connections through and beyond neighbouring authority areas.</p>
<b>The Economy</b>		
<a href="#">The Tay Cities Deal</a>	<p>The Tay Cities Region Deal brings together public, private, and voluntary organisations in the council areas of Angus, Dundee, Fife, and Perth &amp; Kinross to deliver a smarter and fairer region. The full deal was signed in December 2020.</p> <p>The aim of the Deal is to catalyse inclusive economic growth across the region. The partnership is future focused, with a clear understanding of the action needed to deliver sustainable economic growth. It is about partnership and effective collaboration, as well as new resources.</p> <p>The region faces a number of challenges. Its performance is below the Scottish average in several areas including productivity, employment growth and wage levels, and it has pockets of entrenched</p>	<p>The Mobility Strategy should help to support the delivery of the Tay Cities Deal vision and actions, particularly around increasing connectivity to, from and around the Region, increasing economic participation, and reducing inequalities (transport related).</p> <p>The Strategy should take cognisance of the various growth opportunities identified within the Deal, as well as the specific projects and</p>

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	<p>unemployment. With an economy growing at a slower rate than the Scottish average, more needs to be done to reverse these trends.</p> <p>For the economy to thrive, the Deal identifies the following action is needed:</p> <ul style="list-style-type: none"> <li>• Grow our base of knowledge-led businesses</li> <li>• Support more businesses to trade internationally</li> <li>• Attract investment</li> <li>• Attract and retain talented people</li> <li>• Improve connectivity to, from and around the Region</li> <li>• Increase economic participation</li> <li>• Reduce inequalities</li> </ul> <p>The Deal will support business growth, develop innovative technologies, enhance productivity, develop skills, and create jobs. It will be delivered in the context of the refreshed Tay Cities Region Economic Strategy 2019-2039. The Strategy has a vision to grow the region's strong and up-and coming business sectors by building on existing regional skills, innovation, and experience. The Deal investment will, in conjunction with other joint activity by the partnership, help to address the region's challenges and deliver this vision.</p>	<p>offers within Perth and Kinross, and support their delivery, where appropriate, through any projects or proposals arising from the Mobility Strategy.</p>
<p>The Tay Cities Regional Economic Strategy 2019 – 2039</p>	<p>The Tay Cities Region is home to almost 500,000 people, which is around 10% of Scotland's population. The first Tay Cities Regional Economic Strategy and accompanying Tay Cities Deal Proposal were produced in 2017, setting out a regional strategy and more detailed proposals for programmes and projects in relation to a City Deal investment submission supporting economic growth in the Region.</p> <p>This 2019 review has been developed to provide an update on the statistical analysis of the current economic challenges and the national and strategic context. It reflects current thinking on regional focus and priorities and is aligned with the Tay Cities Deal Heads of Terms Agreement.</p> <p>The Strategy's Vision is: <i>"Together, we're striving to make the Tay Cities Region one of the most exciting, dynamic and desirable areas of Europe in which to live, work, invest and visit..."</i></p> <p>The overarching ambition of the Strategy is to increase the number of businesses and to create more better-paid jobs across the Region in order to improve access to opportunity and increase the distribution of wealth and wellbeing within the area.</p> <p>The Strategy's short-term objective would be to mitigate the potential impact of Brexit and maintain employment/ unemployment at current levels across the Region, while also capitalising on any opportunities arising from the UK's departure from the EU. The longer-term objective is to reduce unemployment/ increase employment to levels better than the Scottish average by 2029, while increasing productivity and creating higher-paid jobs.</p> <p>The Strategy focuses on the following 3 Key Strategic Themes:</p>	<p>It is important that the development of the Mobility Strategy is aware of and informed by the aims and objectives of the Regional Economic Strategy and plays its part in delivery of the appropriate transport related elements.</p>



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	<p>1. <b>Key Business Sectors</b> – supporting key business sectors in which the Region has particular strengths.</p> <p>2. <b>Place: Investment &amp; Infrastructure</b> – Supporting improvements in digital and transport connectivity, investing in key business infrastructure, and improving business support arrangements in relation to business start-ups, innovation, collaboration, growth, place-making and internationalisation.</p> <p>3. <b>People: Skills &amp; Employability</b> - Improving workforce skills, re-skilling and up-skilling workers, tackling barriers to employment for disadvantaged groups, enhancing working life choices, supporting employer investment in workforce development and streamlining the skills system.</p> <p>Some of the key transport related issues and challenges identified in the Strategy include:</p> <ul style="list-style-type: none"> <li>• Poor public transport connections and public services in rural areas.</li> <li>• Road congestion and unreliable journey times due to hotspots around Dundee and Perth, with significant commuter traffic from the Angus region.</li> <li>• Issues re the capacity, frequency, reliability, and affordability of existing rail services.</li> <li>• A need for greater integration between different modes of transport.</li> <li>• Promoting more sustainable, low carbon transport options.</li> </ul> <p>In an effort to tackle these issues and challenges, the Strategy seeks to deliver a range of actions, including:</p> <ul style="list-style-type: none"> <li>• Implementation of the Perth Bus and Rail interchange project.</li> <li>• Exploring the development of Low Carbon and Active Travel transport hubs linked to Park and Choose proposals to help support eco-innovation across other growth sectors.</li> <li>• Use the Tay Cities Regional Transport Model to inform an understanding of problems and opportunities, and the appraisal of potential strategic transport interventions.</li> <li>• Work with Transport Scotland and other partners to support delivery of necessary transport infrastructure and services.</li> <li>• Continue to promote the use of electric and hybrid vehicles and support ongoing investment in the network of EV charging points within the region.</li> <li>• Build on the leading role of the Region in the use of disruptive transport innovations.</li> <li>• Further analyse the barriers faced by those out of work to improve understanding of where the Region’s employability activity should be focused.</li> <li>• Target employability support on helping those facing the most significant barriers to employment and progression, such as health and disabilities and geographic location.</li> </ul> <p><u>Collaborative Working</u></p> <p>The Tay Cities Regional Economic Strategy reflects a new approach to collaborative working on economic development, strategic planning and transport planning, which is underpinned by a city region governance model. In October 2018, senior officers from the 4 councils and Tactran reviewed potential opportunities for</p>	

Name of PPS	Summary of Main Requirements of PPS	Summary of relevance to the Mobility Strategy
	regional collaboration to accelerate regional growth. Some of the early priorities included the integration of strategic regional transport planning.	

*Table A.2 Biodiversity, Flora, and Fauna*

Name of PPS	Summary of Main Requirements of PPS	Relevance to the Mobility Strategy
European Birds Directive 1979	Provides protective status to wild birds and their habitats, including through the designation of Special Protection Areas (SPA).	Any policies, proposals or projects identified within the Mobility Strategy and arising from it, must not lead to detrimental impacts, directly or indirectly, on the integrity of a SPA and the reasons for its designation.
European Habitats Directive 1992	Provides protective status to habitats and species other than birds, including through the designation of Special Areas of Conservation (SAC) as part of the Natura 2000 Network (with SPAs).	Any policies, proposals or projects identified within the Mobility Strategy and arising from it, must not lead to detrimental impacts, directly or indirectly, on the integrity of a SAC and the reasons for its designation.
Natura 2000	Special Protection Areas (SPA) and Special Areas of Conservation (SAC) together form a network of protected areas known as Natura 2000.	Any policies, proposals or projects identified within the Mobility Strategy and arising from it, must not lead to detrimental impacts, directly or indirectly, on the integrity of a Natura 2000 site.
Convention on Wetlands 1971 (Ramsar Convention)	<p>The Ramsar Convention is a global treaty which provides the framework for national action and international cooperation for the conservation and sustainable use of wetlands and their resources.</p> <p>Wetlands are defined under the Convention as all lakes and rivers, underground aquifers, swamps and marshes, wet grasslands, peatlands, oases, estuaries, deltas and tidal flats, mangroves and other coastal areas, coral reefs, and all human-made sites such as fish ponds, rice paddies, reservoirs, and salt pans. They are amongst the world's most diverse and productive ecosystems and vital to human survival on earth.</p>	Any policies, proposals or projects identified within the Mobility Strategy and arising from it, must not lead to detrimental impacts, directly or indirectly, on the integrity of a Ramsar site.
The Nature Conservation (Scotland) Act 2004	The Act places a biodiversity duty on all public bodies to further the conservation of biodiversity.	The Mobility Strategy should help support the conservation and enhancement of biodiversity where appropriate and ensure all projects and proposals resulting from the Strategy do not result in negative impacts on species or their habitats.

Name of PPS	Summary of Main Requirements of PPS	Relevance to the Mobility Strategy
<a href="#">Scottish Biodiversity Strategy to 2045: Tackling the Nature Emergency in Scotland</a>	<p>The Strategy sets out a clear ambition for Scotland to be Nature Positive by 2030, and to have restored and regenerated biodiversity across the country by 2045. The Strategic Vision is:</p> <p><i>‘By 2045, Scotland will have restored and regenerated biodiversity across our land, freshwater and seas. Our natural environment, our habitats, ecosystems and species, will be diverse, thriving, resilient and adapting to climate change.</i></p> <p><i>Regenerating biodiversity will drive a sustainable economy and support thriving communities, and people will play their part in the stewardship of nature for future generations.’</i></p> <p>To deliver the Vision, a detailed set of Strategic Outcomes have been identified for:</p> <ul style="list-style-type: none"> <li>• Across our land and seascapes</li> <li>• On land</li> <li>• In rivers, lochs and wetlands</li> <li>• In marine and coastal environments.</li> </ul> <p>These Outcomes will be achieved via detailed delivery plans.</p> <p>The Strategy contains 26 of the most urgent priority actions to put Scotland on track for halting biodiversity loss and being nature positive by 2030. These actions are grouped under the following headings and will: Accelerate restoration and regeneration; Expand and connect protected areas and improve their condition; Support nature-friendly farming, fishing and forestry; Recover and protect vulnerable and important species; and Generate the investment needed to support nature recovery. One of those urgent priority actions includes expanding our Protected Areas to at least 30% of the land and seas.</p>	<p>The Mobility Strategy should help support the conservation and enhancement of biodiversity where appropriate and ensure all projects and proposals resulting from the Strategy do not result in negative impacts on species or their habitats.</p>
<a href="#">Scotland's Forestry Strategy 2019 - 2029</a>	<p>The Strategy seeks to embed national forestry policy at the heart of government to help deliver on the aims of the National Performance Framework, support the vision, objectives, and principles of the Land Use Strategy, and build on the achievements of the previous National Forestry Strategy.</p> <p>It has the principles of sustainable forest management at its core, including adherence to the principle of <i>‘the right tree, in the right place, for the right purpose’</i>, and acknowledges that it is vital to recognise the need for better integration of forestry with other land uses and businesses to enable forestry in Scotland to continue to deliver an extensive and expanding range of economic, environmental, and social benefits, now and in the future.</p> <p>The document focuses on forests and woodlands management, but also recognises the importance contribution individual trees can also make to enhancing the country’s rural and urban landscapes, and their role in addressing air pollution, as well as their biodiversity and cultural value.</p> <p>The Strategy’s Vision is that:</p> <p><i>“In 2070, Scotland will have more forests and woodlands, sustainably managed and better integrated with other land uses. These will provide a more resilient, adaptable resource, with greater natural capital value, that supports a strong economy, a thriving environment, and healthy and flourishing communities.”</i></p>	<p>The Mobility Strategy and any policies, proposals or projects contained within it, or arising as a result of it, should seek to support the vision, and relevant objectives and priorities contained within Scotland’s Forestry Strategy.</p> <p>The Mobility Strategy and its proposals and projects should not result in the loss of important individual or groups of trees to development. It has the potential to encourage additional planting as part of proposed improvements to any existing active travel/multi-benefit network infrastructure or through the creation of new parts of the network. Active travel routes can play an important role in helping to better</p>

Name of PPS	Summary of Main Requirements of PPS	Relevance to the Mobility Strategy
	<p>To support the 50 year vision, 3 objectives have been identified, to be delivered by the Strategy over the next 10 years:</p> <ol style="list-style-type: none"> <li>1. Increase the contribution of forests and woodlands to Scotland’s sustainable and inclusive economic growth</li> <li>2. Improve the resilience of Scotland’s forests and woodlands and increase their contribution to a healthy and high quality environment</li> <li>3. Increase the use of Scotland’s forest and woodland resources to enable more people to improve their health, well-being and life chances</li> </ol> <p>To achieve this, forestry policies and practice will be developed and implemented as part of the integrated approach outlined in the Scottish Government’s Land Use Strategy.</p> <p>The Strategy’s key priorities are:</p> <ul style="list-style-type: none"> <li>• Ensuring forests and woodlands are sustainably managed</li> <li>• Increasing the adaptability and resilience of forests and woodlands</li> <li>• Expanding the area of forests and woodlands, recognising wider land-use objectives</li> <li>• Enhancing the environmental benefits provided by forests and woodlands</li> <li>• Improving efficiency and productivity, and developing markets</li> <li>• Engaging more people, communities and businesses in the creation, management and use of forests and woodlands</li> </ul>	<p>connect people and communities to forests and woodlands also.</p>
<p><a href="#">Tayside Local Biodiversity Action Plan 2<sup>nd</sup> Edition 2016 - 2026</a></p>	<p>To ensure national biodiversity objectives are delivered at a local level, there are approximately 25 Local Biodiversity Action Plan (LBAP) areas across Scotland.</p> <p>The Tayside Vision is that:</p> <p><i>‘By 2030 Tayside will have a fully functioning ecosystem network “from summit to sand” – reaching from the Angus Glens and Highland Perthshire to the Tay Estuary, the Angus coast and beyond to the marine environment. Visitors and residents alike will be able to learn about the area’s rich biodiversity and will be keen to protect and enhance it. Both the rural and urban environment will be delivering benefits essential for everyone, from helping to reduce flooding, assisting species to adapt to climate change, and ensuring there is no further loss of biodiversity.’</i></p> <p>The purpose of this 10 year Action Plan was to report on the short and medium-term actions for the Scottish Biodiversity 2020 Challenge, but keeping in mind the long-term picture as new international and national targets are set beyond 2020. It is divided into a number of Action Plans grouped under a variety of themes: Upland, Farmland, Woodland, Coastal &amp; Marine, Urban, Water &amp; Wetlands, People &amp; Communications, and Tayside Geodiversity.</p>	<p>The Mobility Strategy can help support the delivery of some of the actions in the Tayside LBAP, particularly around multi-benefit green infrastructure proposals. It is important to ensure that all projects and proposals arising from the Strategy do not result in negative impacts on species or their habitats.</p>

Table A.3 Population and Human Health

Name of PPS	Summary of Main Requirements of PPS	Relevance to the Mobility Strategy
<a href="#">Public Health Priorities for Scotland (2018)</a>	<p>The six priorities reflect a consensus on the most important things Scotland as a whole must focus on over the next decade if the public health of the population is to be improved. They will require action by national and local government to make progress. The priorities are:</p> <ul style="list-style-type: none"> <li>• Priority 1: A Scotland where we live in vibrant, healthy, and safe places and communities</li> <li>• Priority 2: A Scotland where we flourish in our early years</li> <li>• Priority 3: A Scotland where we have good mental wellbeing</li> <li>• Priority 4: A Scotland where we reduce the use of and harm from alcohol, tobacco and other drugs</li> <li>• Priority 5: A Scotland where we have a sustainable, inclusive economy with equality of outcomes for all</li> <li>• Priority 6: A Scotland where we eat well, have a healthy weight and are physically active</li> </ul>	<p>Priorities 1, 2, 3, 4 and 6 are of particular relevance to the Mobility Strategy. The Strategy will adopt the 4 priorities contained within NTS2, one of which is health and wellbeing. Problems and opportunities regarding health and wellbeing across Perth &amp; Kinross’s transport network have been identified.</p>
<a href="#">Fairer Scotland Action Plan (2016)</a>	<p>This Fairer Scotland Action Plan is a first government response to the Fairer Scotland conversation. It is based on Five High-Level Ambitions that the Scottish Government will focus on in the period to 2030. The Plan will help build a better country - one with low levels of poverty and inequality, genuine equality of opportunity, stronger life chances, and support for all those who need it. That's what the Scottish Government means by a Fairer Scotland.</p> <p>Those Ambitions are:</p> <ol style="list-style-type: none"> <li>1. A Fairer Scotland for All</li> <li>2. Ending Child Poverty</li> <li>3. A Strong Start for All Young People</li> <li>4. Fairer Working Lives</li> <li>5. A Thriving Third Age</li> </ol>	<p>The Mobility Strategy will adopt the 4 priorities of the NTS2, one of which is reducing inequalities. Problems and opportunities regarding inequalities across Perth and Kinross in relation to the transport network have been identified.</p>
<a href="#">Perth and Kinross Local Housing Strategy 2022-2027</a>	<p>The Local Housing Strategy (LHS) sets out the Council’s priorities and plans for the delivery of housing and related services for the period 2022 – 2027. The Housing (Scotland) Act 2001 places a legal requirement on local authorities to produce a LHS which should be kept under regular review.</p> <p>The LHS Vision is that <i>“Everyone in Perth and Kinross has access to the right home, in the right place, at the right cost.”</i> To ensure this Vision is achieved, the Council will work towards the following four priorities:</p> <ul style="list-style-type: none"> <li>• Provide more affordable homes to support liveable and sustainable communities – setting a strategic vision for housing, based on evidence of local need, for providing the right size and type of housing in sustainable, well-connected places.</li> <li>• Provide a range of housing options that people can easily access, afford and keep – improving choice across all types of housing, contributing to tackling child poverty and further developing the Council’s Rapid Rehousing Transition Plan (RRTP), building on the Council’s Home First model.</li> <li>• Deliver more homes for people with varying needs – providing more accessible homes, wheelchair homes and supported accommodation to enable people to live independently and well for as long as possible. This will be done through investment in property adaptations, technology, and care and support services.</li> </ul>	<p>The Mobility Strategy is one of three place-based strategies which shape how places develop over the long-term. This includes the Local Housing Strategy and the Local Development Plan. All three strategies aim to deliver Perth &amp; Kinross Council’s Corporate Plan vision, by achieving places where everyone can live life well free from poverty and inequalities. Therefore, ensuring the Mobility Strategy aligns with the Local Housing Strategy is fundamental.</p>

Name of PPS	Summary of Main Requirements of PPS	Relevance to the Mobility Strategy
	<ul style="list-style-type: none"> <li>Deliver quality homes with affordable warmth, zero emissions and SMART technology – improving the quality and energy efficiency of all types of homes, tackling fuel poverty through investment in properties, and setting a road map for reducing domestic carbon emissions.</li> </ul> <p>The LHS is an all-tenure strategy, and all four priorities include action to address the need for socially rented housing through the Council and Housing Associations, private rented housing, and home ownership options.</p> <p>The LHS is accompanied by an Action Plan which includes 35 actions which the Council and partners will take forward over the following five years. This will be monitored by the LHS Delivery Group.</p>	
European Noise Directive (2000/14/EC)	Outlines the actions required to avoid, prevent, and reduce the harmful effects of noise, and seeks to provide a basis for developing measures to reduce noise emitted by major sources e.g., road, rail, and air traffic.	The Mobility Strategy must be cognisant of transport’s contribution to noise and look to address this issue through the promotion of quieter modes of transport.

Table A.4 Soil, Water and Air

Name of PPS	Summary of Main Requirements of PPS	Relevance to the Mobility Strategy
<b>Soil</b>		
<a href="#">Scottish Soil Framework (2009)</a>	<p>The Framework sets out the vision for soil protection in Scotland, and formally acknowledges the important services soils provide to society.</p> <p>Protecting Scotland's soils aligns with and supports the Scottish Government purpose of increasing sustainable economic growth and the National Outcome <i>‘We value and enjoy our built and natural environment and protect it and enhance it for future generations.’</i></p> <p>The principal aim of the Scottish Soil Framework is to: <i>‘Promote the sustainable management and protection of soils consistent with the economic, social and environmental needs of Scotland.’</i></p> <p>The Framework acts as an overview for soil protection in Scotland bringing key delivery partners together, as well as land managers, research organisations and other stakeholders working towards a set of 13 Soil Outcomes. A range of actions have also been identified to help deliver those Outcomes.</p>	The Mobility Strategy must seek to protect the functional capacity of the area’s soils.
<b>Water</b>		
European Water Framework Directive (2000/60/EC)	The purpose of the Directive is to set out a framework for the protection of inland surface waters, transitional waters, coastal waters, and groundwater. It was established to ensure all aquatic ecosystems meet ‘good status’ by 2015. The Directive requires river basin districts to be identified and river basin management plans (RBMPs) to be prepared.	The policies, proposals and projects contained within the Mobility Strategy, and those arising as a result of it should not result in negative impacts on the ecological status of

Name of PPS	Summary of Main Requirements of PPS	Relevance to the Mobility Strategy
		the water environment, both directly and indirectly.
European Flood Directive (2007/60/EC)	<p>The Directive requires Member States to assess if all water courses and coastlines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas, and to take adequate and coordinated measures to reduce this flood risk.</p> <p>The Directive was developed with an aim of reducing and managing the risks that floods pose to human health, the environment, cultural heritage, and economic activity. It reinforces the rights of the public to access this information and have a say in the planning process.</p>	The policies, proposals and projects contained within the Mobility Strategy, and those arising as a result of it should support sustainable flood risk management and should not lead to an increased risk of flooding.
Water Environment and Water Services (Scotland) Act 2003	<p>The key aim of the Act is to achieve a balance between protecting and improving the water environment, and supporting the social and economic needs of those who rely on it.</p> <p>It introduced two key systems for the protection of Scotland’s water environment:</p> <ul style="list-style-type: none"> <li>• Water management through the creation of River Basin Management Plans (RBMPs), and</li> <li>• The regulatory control of a range of activities that can impact on the water environment under (CAR – The Water Environment (Controlled Activities) (Scotland) Regulations).</li> </ul>	The implementation of the Mobility Strategy must not result in negative impacts on the ecological status of the water environment.
Water Environment (Controlled Activities) (Scotland) Regulations 2005	These Regulations implement the obligations under Section 20 of the Scottish Water Environment and Water Services Act and the EU Water Framework Directive. They set out the framework for protecting Scotland’s water environment, integrating the control of pollution, abstraction, dams, and engineering activities in the water environment.	The implementation of the Mobility Strategy must adhere to the requirements of CAR, where applicable, and not result in negative impacts on the ecological status (both quality and quantity) of the water environment.
Groundwater Protection Policy for Scotland: Environmental Policy 2004 (as amended)	This Policy seeks to protect groundwater quality by minimising the risks posed by point and diffuse pollution sources, and to maintain our groundwater resource through influencing the design of abstractions and developments which could detrimentally affect groundwater quantity.	The implementation of the Mobility Strategy must not result in negative impacts on the ecological status (both quality and quantity) of the water environment.
<b>Air</b>		
<a href="#">Cleaner Air for Scotland 2</a>	A new air quality strategy to replace Cleaner Air for Scotland - The Road to a Healthier Future, setting out the Scottish Government's air quality policy framework for the next five years and a series of actions to deliver further air quality improvements.	The Mobility Strategy will adopt the NTS2 4 priorities, this includes health and wellbeing and climate action. Problems and opportunities regarding each NTS2 priorities have identified. This includes Perth and Kinross's 2 AQMA's, with particular interest on Atholl Street, which is highly polluted by PM <sup>10</sup> .



Name of PPS	Summary of Main Requirements of PPS	Relevance to the Mobility Strategy
<p>The Air Quality (Scotland) Regulations (2000)</p> <p>The Air Quality (Scotland) Amendment Regulations (2002) and (2016)</p>	<p>Provides guidance to local authorities with regards to their local air quality management duties under Part IV of the Environment Act 1995. It includes guidance on the role of transport-related measures in improving air quality, such as road user charging, traffic regulations and Low Emission Zone (LEZs).</p> <p>The 2002 Amendment specifies the pollutants that require assessment by local authorities in Scotland, the objectives that require to be achieved and expected compliance dates.</p>	<p>The Mobility Strategy's policies and proposals should seek to support the implementation of air quality management plans and look to reduce the impact of transport on air quality.</p>
<p>The Air Quality Standards (Scotland) Regulations 2010</p>	<p>These Regulations specify the pollutants that require assessment by local authorities in Scotland, the objectives that require to be achieved and expected compliance dates.</p>	<p>The Mobility Strategy's policies and proposals should seek to support the implementation of air quality management plans and look to reduce the impact of transport on air quality.</p>
<p>National Low Emissions Framework (NLEF) (2019)</p>	<p>This Framework sets out the methodology for local authorities to carry out air quality assessments via the NLEF to inform decisions on transport-related actions.</p>	<p>The Mobility Strategy's policies and proposals should seek to help reduce the levels of transport-related on greenhouse gas emissions.</p>
<p>Perth Air Quality Management Plan, August 2009</p> <p>Perth and Kinross Air Quality Management Area (No.1) Order 2006 and Air Quality Management Area (No.2) 2014</p>	<p>This Plan sets out the Council's Air Quality Action Plan for the area designated as an Air Quality Management Area (AQMA) (No.1) in May 2006. It outlines measures which the Council will take to reduce emissions of nitrogen oxides and fine Particulate Matter within Perth City, contributing to the achievement of the Air Quality Strategy objectives as required by the Environment Act 1995.</p> <p>Both AQMAs (Crieff and Perth) were designated as a result of a series of air quality investigations, which predicted that at a number of locations the national objective for Nitrogen Dioxide would not be achieved.</p> <p>The Action Plans set out a range of measures that the Council believe are appropriate to achieving the following:</p> <ul style="list-style-type: none"> <li>• Improve local air quality, in pursuit of the Scottish air quality objectives for nitrogen dioxide and particulate material that are currently exceeding at several locations within the AQMA</li> <li>• Contribute to improving the health and wellbeing of the local community by reducing air pollution</li> <li>• Enable members of the community, where and when possible, to change their transportation mode to a more sustainable means</li> <li>• Integrate air quality into the Council's decision making and relevant plans and strategies</li> </ul>	<p>The Mobility Strategy will adopt the NTS2 4 priorities, this includes health and wellbeing and climate action. Problems and opportunities regarding each NTS2 priorities have identified. This includes Perth and Kinross's 2 AQMA's, with particular interest on Atholl Street, which is highly polluted by PM<sup>10</sup>.</p>

Table A.5 Climatic Factors

Name of PPS	Summary of Main Requirements of PPS	Relevance to the Mobility Strategy
The Climate Change (Scotland) Act 2009	<p>Establishes targets for the reduction of greenhouse gas emissions in Scotland – 42% by 2020, and 8% by 2050.</p> <p>One of the outcomes identified in the Act is the almost complete decarbonisation of road transport by 2050, with significant progress being made by 2030 through the wholesale adoption of electric cars and vans, and significant decarbonisation of rail by 2050.</p>	<p>Whilst other sectors have witnessed a reduction in emissions since 1990 (baseline year), transport emissions have continued to rise. Meeting the targets set out in the Act will require a significant contribution from the transport sector. The Mobility Strategy must play its role in helping to reduce transport-related emissions through providing more sustainable and active travel options.</p>
<a href="#">Scotland Climate Change Plan 2018–2032</a>	<p>Scotland Climate Change Plan 2018–2032</p> <ul style="list-style-type: none"> <li>• Net zero by 2045</li> <li>• Reduce car kilometres by 20% by 2030</li> </ul>	<p>Climate Mitigation - The Mobility Strategy will adopt the NTS2 4 priorities, one of which is taking climate action. Problems and opportunities regarding the climate across Perth &amp; Kinross’s, in relation to the transport network, have been identified. This includes car kilometres, modal split, and carbon equivalent emissions.</p>
Climate Change (Emissions Reduction Targets) (Scotland) (Act) (2019)	<p>Sets the targets for reducing Scotland’s greenhouse gas emissions to net zero by 2045, with interim targets of at least 56% by 2020, 75% by 2030, and 90% by 2040.</p>	<p>The Mobility Strategy should help contribute to reducing transport-related emissions across Perth and Kinross’s through supporting people to be able to make a shift to more sustainable and active travel options.</p>
Update to Scotland’s 2018 – 2032 Climate Change Plan (2020)	<p>This update outlines high level measures needed to meet the targets set out under the 2019 Act. A number of these measures affect the transport sector, including:</p> <ul style="list-style-type: none"> <li>• Phasing out the need for new petrol and diesel cars by 2030, and</li> <li>• Reducing the use of cars generally, with the number of car KMs driven to be reduced by 20% by 2030.</li> </ul> <p>Other policies include establishing Low Emission Zones (LEZ), decarbonising passenger rail services by 2032, and scheduled flights within Scotland by 2040.</p>	<p>The Mobility Strategy should help contribute to the realisation of these emission reduction targets through its policies and proposals.</p>
Switched on Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles (2013)	<p>Sets the vision that by 2050 Scottish towns, cities and communities will be free from the damaging effects of petrol and diesel fuelled vehicles, building on the Scottish Government’s existing commitment to the almost complete decarbonisation of road transport by 2050.</p> <p>Outlines the ambition, that by 2040 almost all new vehicles sold will be near zero emissions at the tailpipe, and that by 2030, half of all fossil-fuelled vehicles will be phased out of urban environments.</p>	<p>The Mobility Strategy should reflect and support the implementation of, where relevant, the national vision and targets.</p>

Name of PPS	Summary of Main Requirements of PPS	Relevance to the Mobility Strategy
<p>The Flood Risk Management (Scotland) Act 2009</p>	<p>The Act creates a framework to enable those organisations tasked with flood risk management can coordinate actions to deliver modern and sustainable approaches to flood risk management. It requires the development of flood risk management plans.</p>	<p>The Mobility Strategy will adopt the NTS2 4 priorities, one of which is taking climate action. Problems and opportunities regarding the climate across Perth and Kinross, in relation to the transport network, have been identified. This includes the 17 flood risk management areas identified within the TFRMP.</p>
<p><a href="#">River Basin Management Plan for Scotland 2021 - 2027</a></p>	<p>The Scotland RBMP sets out a framework for protecting and improving the benefits provided by the country's water environment. River basin management aims to protect and improve the condition of Scotland's rivers, lochs, estuaries, coastal waters, and groundwater. Coordination between river basin management and flood risk management can reduce flood risk, while also improving water quality and biodiversity.</p> <p>RBM planning is underpinned by evidence and data to ensure action is targeted where it can have the greatest ecological benefit. Therefore, SEPA monitors the environment to assess the condition of water quality, water resources (flows and levels), physical condition, and fish migration. Taking these four themes together with assessments of invasive non-native species, SEPA classifies each part of the water environment based on the worst condition of any category to provide an overall condition classification. In 2020, the combined classification indicates that 66% of Scotland's water environment overall is in good or better condition – an improvement of 3 percentage points in overall condition since publication of the second RBMPs.</p> <p>Despite progress having been made, there is still a range of pressures continuing to impact on the condition of the water environment. The 2021 – 2027 RBMP for Scotland identifies a range of actions to be taken within the Plan's cycle to tackle these pressures, including:</p> <ul style="list-style-type: none"> <li>• <u>Action to create healthier and more resilient communities</u> – working to restore rivers and improve surface water management during storms whilst creating attractive and accessible, multi-functional blue-green river corridors and spaces for communities.</li> <li>• <u>Water supply and waste water</u> – potential still exists to further reduce the environmental footprint of public water supply and wastewater treatment system processes.</li> <li>• <u>Sustainable and resilient rural land use and management</u> – use and manage Scotland's land in a way that secures sustainable and long-term improvements for our water environment and supports our response to the dual climate and biodiversity crises. Ensuring food production is resilient to changes to growing opportunities and cycles brought by climate change. Moving towards a circular economy in the rural environment. Land management that uses resources more efficiently, adapts and is more resilient to climate change, reduces its carbon footprint, and restores natural capital, will contribute to protecting and improving the water environment.</li> <li>• <u>Removing man-made barriers to fish migration</u></li> </ul>	<p>The development of the Mobility Strategy should be cognisant of the aims and objectives of the RBMP and play its role in the facilitating the delivery of the Plan's actions, particularly around creating healthier and more resilient communities, and the sustainable and resilient use of rural land.</p>

Name of PPS	Summary of Main Requirements of PPS	Relevance to the Mobility Strategy
<a href="#">Flood Risk Management Plan - Tay Local Plan District (2021)</a>	<p>The publication of this flood risk management plan (FRMP) is one of SEPA’s key actions to help Scotland realise the COP26 aim to adapt to the level of climate change, that, despite our best efforts, is occurring.</p> <p>FRMPs are Scotland’s route map for reducing the effects of flooding on our communities, which is key to the nation’s health, wellbeing, and economic success, but also important in our response to the climate emergency and the increasing risk of flooding as a result of climate change. The plans are designed to ensure effort to reduce flood risk in Scotland is coordinated. There is a plan for each of the 14 flood risk management districts in Scotland, called Local Plan Districts. They set out the long-term ambition for flood risk management, objectives for tackling flooding in high-risk areas, and identify the actions needed to work towards those objectives. The actions are then described and prioritised in 6-year planning cycles.</p> <p>The national principles designed to deliver sustainable flood management are:</p> <ul style="list-style-type: none"> <li>• Take a long term, risk-based approach to decisions, considering the impacts of climate change and how we will be able to adapt.</li> <li>• Deliver coordinated management of flood risk by engaging with communities and working in partnership with others.</li> <li>• Consider whole catchments and coastlines, working with natural processes and the environment to deliver multiple benefits.</li> </ul> <p>These principles sit alongside more specific target area objectives, which fall into the following four categories. Actions are then required to achieve the objectives set for each community.</p> <ul style="list-style-type: none"> <li>• Avoid increasing flood risk</li> <li>• Improve understanding of the flood risk</li> <li>• Prepare for current flood risk and future flooding</li> <li>• Reduce the risk of flooding</li> </ul> <p><u>Land use and spatial planning</u></p> <p>Land use planning decisions are one of the strongest tools available to manage flood risk; as such the alignment of flood risk management and land use planning policy is regarded as vital to achieving sustainable flood risk management. Decisions relating to flood risk management can have significant implications for the location of development, and vice versa. Flood risk management plans must take account of local development plans relating to the district, and the need for development plans to take account of flood risk management plans is included in the 2008 Development Planning (Scotland) Regulations (as amended 2011).</p> <p><u>Tay Local Plan District</u></p> <p>Perth &amp; Kinross Council is the lead local authority for the Tay Local Plan District. Other responsible authorities include a further three local authorities, Scottish Water, Loch Lomond and the Trossachs NPA, and Cairngorm NPA.</p>	<p>The development of the Mobility Strategy should be informed by an awareness of the risk of flooding across Perth and Kinross and the implementation of the Strategy should align with the principles of the FRMP, particularly in respect of avoiding increasing flood risk, preparing for current flood risk and future flooding, and reducing the risk of flooding.</p> <p>Where appropriate, the policies and proposals contained within the Mobility Strategy, and projects arising from it, should seek to help deliver the objectives and actions identified for individual PVAs.</p>

Name of PPS	Summary of Main Requirements of PPS	Relevance to the Mobility Strategy
	<p>Actions identified for the Tay LPD to help manage current and future flooding, and to ensure key aspects of flood risk management are taken forward in all locations include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Collating, analysing, and monitoring data to support climate resilience</li> <li>• Flood forecasting</li> <li>• Future flood risk management planning</li> <li>• Development of guidance to inform flood risk management projects</li> <li>• Supporting sustainable flood risk management through the land use planning process</li> <li>• Clearance, repair, and maintenance works (roads drainage and existing flood protection schemes or works)</li> <li>• Natural flood management mapping</li> <li>• National surface water mapping</li> <li>• Reservoirs and assessment of flood risk from dam failure</li> <li>• Scottish Flood Defence Asset Database providing information on existing flood prevention schemes</li> </ul> <p>There are a total of 14 Potentially Vulnerable Areas (PVAs) within the Tay LPD, 13 of which are within Perth and Kinross at: Blair Atholl, Pitlochry, Aberfeldy and Weem, Alyth, Blairgowrie and Rattray, Coupar Angus, Dunkeld and Birnam, Bankfoot, Luncarty, Scone, Perth and Almondbank, Comrie, and Bridge of Earn. Each PVA has a set of objectives and actions identified for the area.</p>	
<a href="#">Perth and Kinross Climate Change Strategy and Action Plan</a>	<p>Six overarching principles have been developed that will shape our long-term approach to Climate Change are:</p> <ul style="list-style-type: none"> <li>• Achieving Net Zero aligned with the Paris Agreement and the Scottish Government Targets, with the ambition of achieving them sooner</li> <li>• Building a more resilient Perth and Kinross</li> <li>• Ensuring climate action is fair and benefits all and we deliver a green recovery to Covid-19</li> <li>• Enhancing biodiversity to help avoid an ecological emergency</li> <li>• Engaging and empowering children and young people to take action on climate change</li> <li>• Empowering our communities and businesses to take climate action in line with the Perth and Kinross Offer</li> </ul>	<p>Perth &amp; Kinross Council's Climate Change Strategy and Action Plan (December 2021) identified six overarching principles that will shape the Council's long term approach to Climate Change. The first key principle focuses on achieving a net zero Perth and Kinross, aligned with Scottish Government targets. This identified the need to develop a Mobility Strategy to deliver the best return on investment in the Council's journey to net zero.</p>

Table A.6 Material Assets

Name of PPS	Summary of Main Requirements of PPS	Relevance to the Mobility Strategy
<p>Scotland’s Third Land Use Strategy 2021 – 2026: Getting the best from our land</p>	<p>This third Land Use Strategy for Scotland sets out the Scottish Government’s long-term vision, objectives, and policies to achieve sustainable land use in Scotland. The Strategy covers the five-year period 2021 to 2026 and aims to move away from a sector-by-sector approach to provide a more holistic understanding of our land, the demands we place on it, and the benefits we get from our land. It doesn’t set out any new policies, but rather brings together the suite of national policies around the environment, climate change, biodiversity and land use planning and seeks to make land use more understandable and accessible to everyone, in support of a shift away from how we traditionally think about land, towards more inclusive conversations around how we use land and who should be involved in those decisions.</p> <p>The 2050 Vision is:  <i>“A Scotland where we fully recognise, understand and value the importance of our land resources, and where our plans and decisions about land use will deliver improved and enduring benefits, enhancing the wellbeing of our nation.”</i></p> <p>The Land Use Objectives are:</p> <ul style="list-style-type: none"> <li>• Land based businesses working with nature to contribute more to Scotland's prosperity</li> <li>• Responsible stewardship of Scotland's natural resources delivering more benefits to Scotland's people</li> <li>• Urban and rural communities better connected to the land, with more people enjoying the land and positively influencing land use</li> </ul> <p>The importance of the nation’s natural capital asset base and the ecosystem services which those assets provide is recognised. These natural capital assets are the basis of our quality of life and underpin our economy and as such must be protected and enhanced so that they can continue to sustain the people of Scotland now and in the generations to come. Therefore, we need to strike a balance between our needs and the demands we make of our land.</p> <p>All of the demands on our land and how they interact must be understood and considered together to allow us to make better informed decisions about land use and land use change. In seeking the optimal use of our land, we need to use and manage our land within the limits of what our planet can sustain to help address the dual climate and nature crises.</p> <p>National Planning Framework 4 and Regional Land Use Partnership Pilots are identified as two important platforms for change. There are opportunities through these two work areas to explore some of the issues and trade-offs associated with the use of our land and identify solutions to them.</p> <p>In order to consider land use in a more integrated way, a holistic, systems view approach is advocated. It means taking a landscape approach, rather than sectoral approach to setting out key Scottish Government policies and initiatives that are contributing to the three land use objectives. The Strategy identifies seven</p>	<p>The Mobility Strategy must reflect the national policy landscape in seeking to achieve the sustainable use of land through its policies, proposals, and any projects which arise from it.</p>

Name of PPS	Summary of Main Requirements of PPS	Relevance to the Mobility Strategy
	<p>illustrative landscapes which broadly represent the different aspects of our land in Scotland. Within each, illustrative landscape policies most relevant to that landscape have been highlighted. The landscapes are:</p> <ol style="list-style-type: none"> <li>1. <u>Settlements</u> – Evolving Planning; The integration of trees; Vacant and derelict land; Climate Change mitigation and adaptation; Nature, and Communities.</li> <li>2. <u>Enclosed Farmland</u> – Food production; Promoting sustainable practices; Ambition 2030 – a growth strategy for farming, fishing, food and drink; On-farm woodland and agroforestry; Bioenergy; Climate Change mitigation and adaptation; Nature, and Communities.</li> <li>3. <u>Semi-natural land</u> – Farming and crofting; Restoring peatland; Increasing woodland; Restoring native ecology; Living landscapes; Climate Change mitigation and adaptation; Nature, and Communities.</li> <li>4. <u>River and water bodies</u> – Healthy water, healthy land; Flood risk management; Climate Change mitigation and adaptation; Nature, and Communities.</li> <li>5. <u>Coastal</u> – Where the land meets the sea; Strengthening natural defences; Blue economy; Aquaculture; Climate Change mitigation and adaptation; Nature, and Communities.</li> <li>6. <u>Islands</u> – Land amidst the sea; Protecting native biodiversity; Sustainable land use; Prosperous island economies; Local engagement; Low carbon pioneers; Climate Change mitigation and adaptation; Nature, and Communities.</li> <li>7. <u>Marine</u> – National Marine Plan; Climate Change mitigation and adaptation; Nature, and Communities.</li> </ol>	
Scotland's Zero Waste Plan (2010)	The Plan sets out Scotland's key objectives for the prevention and recycling of waste, and the reduction of the amount of waste sent to landfill to achieve a zero waste Scotland.	The Mobility Strategy should recognise the Scottish Government's recycling targets, and the Strategy's proposals and related projects should seek to minimise the use of resources and creation of waste.
<a href="#">Core Paths Plan</a>	The Core Path for Perth and Kinross was adopted by the Council in January 2012 and revised in 2017. The Plan shows a system of paths, 2043km in total, which provide reasonable public access throughout Perth and Kinross. The core path network varies in quality throughout Perth and Kinross.	The Core Paths Plan will be a key component when developing and delivering the Mobility Strategy. It is important to highlight that walking is a key mode of travel across Perth and Kinross.
Making the Links: Greenspace for a More Successful and Sustainable Scotland (2009)	Identifies key actions needed to ensure that greenspace delivers for people, communities, and places across the entire urban Scotland.	The Mobility Strategy should be cognisant of the actions required to deliver quality accessible greenspaces.



Name of PPS	Summary of Main Requirements of PPS	Relevance to the Mobility Strategy
Green Infrastructure: Design and Placemaking (2011)	Highlights Scotland’s existing green network and promotes key Development Principles to ensure high quality, multi-functional and well-connected green infrastructure is delivered in new development. New green infrastructure should connect into the existing network to be enjoyed, cared for, and valued.	The Mobility Strategy should promote and support the provision of multi-functional green infrastructure investment to help support climate change adaptation and build greater resilience.
Better Places for People and Nature (2012)	Outlines the main priorities for creating and promoting well-managed and accessible greenspaces, paths, and landscapes, and identifies ways to achieve them.	The Mobility Strategy should take cognisance of the actions required to deliver quality and accessible greenspaces.

*Table A.7 Cultural Heritage*

Name of PPS	Summary of Main Requirements of PPS	Relevance to the Mobility Strategy
Planning (Listed Buildings and Conservation Areas) Act (1997)	An Act to consolidate certain enactments relating to special controls in respect of buildings and areas of special architectural or historic interest, with amendments to give effect to recommendations of the Scottish Law Commission.	The Mobility Strategy’s policies, proposals and any associated projects should not result in detrimental impacts on the historic environment assets of Perth and Kinross – both scheduled and non-scheduled, but rather should seek to protect these assets and where appropriate enhance their setting through improved access.
Ancient Monuments and Archaeological Areas Act 1979	An Act to consolidate and amend the law relating to ancient monuments; to make provision for the investigation, preservation and recording of matters of archaeological or historical interest and (in connection therewith) for the regulation of operations or activities affecting such matters; to provide for the recovery of grants under section 10 of the Town and Country Planning (Amendment) Act 1972 or under section 4 of the Historic Buildings and Ancient Monuments Act 1953 in certain circumstances; and to provide for grants by the Secretary of State to the Architectural Heritage Fund	
The Historic Environment Act (Scotland) 2014	The Act established Historic Environment Scotland (HES) as a new Non Departmental Public Body taking over the functions of Historic Scotland and RCAHMS. It changes the legislation to reflect Historic Environment Scotland’s role and legal status, and changes processes for the designation of sites and buildings (scheduling and listing), and for scheduled monuments, listed buildings and conservation areas consent. It aims to streamline systems, aligning Scheduled Monument, listed building and planning where possible, whilst retaining the same level of protection for the nation’s valuable historic environment. The Act also creates a new right of appeal against certain HES decisions.  The Act amended the Ancient Monuments and Archaeological Areas Act 1979; Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997; Environmental Assessment (Scotland) Act 2005, and Marine (Scotland) Act 2010.	
Our Past, Our Future – The Strategy for	Between November 2022 and February 2023 Historic Environment Scotland (HES), on behalf of the Scottish Government published, sought views on a new draft strategy for Scotland’s historic environment. The	

Name of PPS	Summary of Main Requirements of PPS	Relevance to the Mobility Strategy
Scotland's Historic Environment (2023)	<p>feedback received as part of that consultation and engagement process was used to shape the final version of the Strategy for publication.</p> <p>The Strategy's Mission is <i>"to sustain and enhance the benefits of Scotland's historic environment, for people and communities now and into the future."</i></p> <p>The Scottish Government's priorities in respect of the historic environment for the next 5 years are:</p> <ul style="list-style-type: none"> <li>• Delivering the transition to net zero</li> <li>• Empowering resilient and inclusive communities and places</li> <li>• Building a wellbeing economy</li> </ul> <p>The Outcomes identified in the Strategy are:</p> <ul style="list-style-type: none"> <li>• We must put people at the heart of this Strategy</li> <li>• We must face the climate and biodiversity crises</li> <li>• We must protect and promote our historic environment</li> <li>• We must work collaboratively across sectors</li> <li>• We must work together to make good decisions</li> <li>• We must nurture and grown on inclusive, diverse, and skilled workforce</li> </ul> <p>The Strategy highlights to importance of Scotland's historic environment as a national asset, and the role it plays in creating jobs, enriching our communities, and helping to tell Scotland's story to the world.</p>	
Historic Environment Policy for Scotland (HEPS)	<p>HEPS outlines how we should undertake our collective duty of care for our historic environment whenever a decision will affect the historic environment. It is a policy statement for decision making for the whole of the historic environment and is to be used at national and local levels.</p> <p>HEPS contains six policies which define how the historic environment should be managed:</p> <ol style="list-style-type: none"> <li>1. Decisions affecting any part of the historic environment should be informed by an inclusive understanding of its breadth and cultural significance.</li> <li>2. Decisions affecting the historic environment should ensure that its understanding and enjoyment as well as its benefits are secured for present and future generations.</li> <li>3. Plans, programmes, policies and strategies, and the allocation of resources, should be approached in a way that protects and promotes the historic environment. If detrimental impact on the historic environment is unavoidable, it should be minimised. Steps should be taken to demonstrate that alternatives have been explored, and mitigation measures should be put in place.</li> <li>4. Changes to specific assets and their context should be managed in a way that protects the historic environment. Opportunities for enhancement should be identified where appropriate. If detrimental impact on the historic environment is unavoidable, it should be minimised. Steps should be taken to demonstrate that alternatives have been explored, and mitigation measures should be put in place.</li> </ol>	

Name of PPS	Summary of Main Requirements of PPS	Relevance to the Mobility Strategy
	<p>5. Decisions affecting the historic environment should contribute to the sustainable development of communities and places.</p> <p>6. Decisions affecting the historic environment should be informed by an inclusive understanding of the potential consequences for people and communities. Decision-making processes should be collaborative, open, transparent, and easy to understand.</p> <p>Alongside HEPS there are also two policies which are used in relation to the designation of historic sites and places, and in decision making concerning scheduled monuments.</p>	

**Table A.8 Landscape**

Name of PPS	Summary of Main Requirements of PPS	Relevance to the Mobility Strategy
European Landscape Convention 2000	Promotes the protection, management, and planning of all landscapes in Europe. It highlights the importance of and need for public involvement in the development of landscapes and encourages a joined-up approach through policy and planning in all areas of land use, development and management, including the recognition of landscape in law.	protect and enhance the area's landscapes and landscape settings.
Local Landscape Areas Supplementary Guidance 2020	The Landscape Supplementary Guidance is a piece of supplementary guidance to the Adopted Local Development Plan. It was produced to include the review and update of Local Landscape Designations in Perth and Kinross into the Council's planning policy framework. It also provides further advice on the implementation of Local Development Policy 39: Landscape within the 11 Local Landscape Areas and should help to bring forward land management initiatives to protect and enhance these areas.	The Mobility Strategy should seek to protect and enhance (where appropriate) these Local Landscape Areas.
Tayside Landscape Character Assessment 1999	<p>This document provides a detailed assessment of the landscape character of the Tayside region for use by planning authorities in the preparation and review of their development plans, and in the scoping and consideration of changes in land use. It considers the likely and existing pressures and opportunities for landscape change and assesses the sensitivity of the landscape to these changes. It also identifies areas of landscape that are or may be under threat and provides guidelines on how differing landscapes may be conserved, enhanced, or restructured as appropriate. Perth and Kinross is covered by a range of Landscape Character Areas, including:</p> <ul style="list-style-type: none"> <li>• Broadvalley Lowland</li> <li>• Dolerite Hills</li> <li>• Firth Lowlands</li> <li>• Highland Foothills</li> <li>• Highland Glens</li> <li>• Highland Glens and Lochs</li> <li>• Highland Summits and Plateaux</li> <li>• Igneous Hills</li> </ul>	The policies and proposals within the Mobility Strategy and any projects arising as a result of its implementation, should have regard to the different landscape character types of the area and the sensitivity of these landscapes to change.

Name of PPS	Summary of Main Requirements of PPS	Relevance to the Mobility Strategy
	<ul style="list-style-type: none"> <li>• Inland Loch</li> <li>• Lowland Hills</li> <li>• Lowland Loch Basin</li> <li>• Lowland River Corridors</li> <li>• Plateau Moor: Rannoch Moor</li> <li>• Urban</li> </ul>	
<p>Wildness in Scotland's Countryside. Nature Scot Policy Statement No. 02/03</p>	<p>This Policy Statement describes the main pressures leading to the loss of wildness and provides support to the policy approach taken in Scottish Planning Policy (now superseded by NPF4). It also considers the difficulty associated with identifying wildness and wild land in our landscapes.</p> <p>It draws a distinction between “wildness” – the quality enjoyed, and “wild land”, or places where wildness is best expressed. Whilst wild land has normally been identified in the uninhabited and remoter areas in the north and west of the country, the quality of wildness can be found more widely in the countryside, sometimes relatively close to settlements.</p> <p>Some of the pressures identified on wild places related to transport and active travel related uses include:</p> <ul style="list-style-type: none"> <li>• <u>Bulldozed roads</u> – a leftover adverse effect from action in the 1960s and 1970s which extended motorised access onto high ground, mainly for field sports, and to a lesser extent, for hill farming. Many of these roads were constructed to low standards and a few were taken to high altitude, onto sensitive, near-tundra habitat. The main effects of this phase of road building were in the east of Scotland, in the Grampians, but most parts of upland Scotland have been affected to some extent. New roads of this kind continue to be constructed in the remoter hill areas.</li> <li>• <u>Accessibility for open air recreation</u> - Improvements to the public road network have greatly enhanced the accessibility of the countryside. With the growth in tourism and greater promotion and uptake of active outdoor pursuits, there has been an increase in the recreational use of remote countryside, although information on the extent of this change is mainly anecdotal. Some adverse effects do arise from more outdoor recreation in wild places, for example, more footpath damage, but these are modest in scale compared to the effects of the major land use changes.</li> </ul> <p>The cumulative effect of a range of pressures on wild places over time is causing a less apparent progressive attrition to the essential wildness of the remaining undeveloped areas of Scotland.</p> <p>The aim of the Policy is that <i>‘there are parts of Scotland where the wild character of the landscape, its related recreational value and potential for nature are such that these areas should be safeguarded against inappropriate development or land-use change.’</i> The only uses of these areas should be of a low key and sensitive nature, which do not detract from their wild qualities. Within the main areas of wild land, a restrictive approach to development should be taken, as these will be landscapes where development is inimical to their character.</p> <p>The Policy Objectives are:</p>	<p>The Mobility Strategy should have regard to and respect the designated wild land areas within Perth and Kinross, and any policies, proposals and projects associated with the Strategy should reflect the aims and objectives of the Wildness in Scotland's Countryside Policy Statement.</p>

Name of PPS	Summary of Main Requirements of PPS	Relevance to the Mobility Strategy
	<ul style="list-style-type: none"> <li>• Safeguarding wildness and wild land</li> <li>• Enhancing nature</li> <li>• Responsible recreational use</li> <li>• Recovery of past damage</li> <li>• Promoting awareness – the wild character of many of our most valued landscapes is a key part of what makes Scotland attractive to visitors and as a place to live. It is an asset which has economic and social value, and greater awareness of its worth to the local and national community should be promoted.</li> </ul>	
<p>Fitting Landscapes – Securing More Sustainable Landscapes, Transport Scotland (2014)</p>	<p>This document provides the Scottish Government’s policy statement regarding landscape design and management of transport corridors, which can be major elements in the environment. It is important that these corridors are designed and managed not only to meet their functional objectives, but also to fit with the landscape through which they pass. They should reflect local distinctiveness, conserve and enhance areas of high quality, or, where appropriate, create a positive contrast to the natural setting.</p> <p>The Policy Vision is <i>“To promote the more sustainable design, implementation, maintenance and management of the transport estate and ensure that the landscapes we create and manage are of high quality, well integrated, bio-diverse, adaptable and deliver a meaningful contribution to national sustainability targets.”</i></p> <p>The Policy has four key aims. Each of the aims addresses aspects of the policy vision with accompanying objectives.</p> <ol style="list-style-type: none"> <li>1. <u>Ensure high quality of design and place</u> - Transport landscapes are integral to the character and experience of Scotland. New projects can be successfully integrated with their surroundings as well as create new landscapes and provide an enhanced experience for travellers. Existing schemes can be managed to improve landscape integration, maintain views and enhance the road user experience.</li> <li>2. <u>Enhance and protect natural heritage</u> - Transport corridors can create positive and negative impacts on natural heritage. Effective mitigation of adverse impacts on species and ecosystems is a primary consideration of this policy, as is the positive enhancement of biodiversity through the creation and management of new habitats and green networks.</li> <li>3. <u>Use resources wisely</u> - Created and managed landscapes are not natural but can establish over time a state of dynamic equilibrium, where natural forces are in broad balance and landscape change involves relatively slow and self-regulating trends that support habitat development through natural processes. Using simple design principles and a clear understanding of future management can allow a natural equilibrium or balance to be achieved early in the establishment of a new landscape. This delivers a range of benefits including reducing consumption of materials and energy; minimising waste; conserving natural assets; reducing long-term maintenance inputs and accommodating future change.</li> </ol>	<p>The Mobility Strategy should reflect the Vision, Aims and Objectives of the Fitting Landscapes Policy, not only in the Strategy’s policies and proposals, but also in the delivery of any projects arising from the Mobility Strategy.</p>

Name of PPS	Summary of Main Requirements of PPS	Relevance to the Mobility Strategy
	<p>4. <u>Build in adaptability to change</u> - All development needs to take account of future implications of climate change, as well as other environmental and operational changes. Transport landscapes will be subject to the effects of changes in rainfall, temperature and species ranges as well as future changes in transport modes, technologies, and priorities. Transport corridors may also help with wider climate change adaptation by accommodating storm drainage, providing refuge habitats and forming linkages to green networks.</p>	

APPENDIX B SUMMARY OF SEA FINDINGS FOR NATIONAL TRANSPORT STRATEGY 2

Table B1: NTS2 SEA - Summary of Likely Significant Impacts of High Level Policies on the SEA Topics

SEA Topic	Likely Significant Environmental Effects (Positive and Negative)
<b>Biodiversity, Flora, and Fauna</b>	<p><b>Likely Positive Environmental Effects</b></p> <ul style="list-style-type: none"> <li>The use of green infrastructure can lead to multiple benefits including providing support for habitats and species, improved air quality and increased community cohesion.</li> </ul> <p><b>Likely Negative Environmental Effects</b></p> <ul style="list-style-type: none"> <li>Where policies lead to the need for upgrades to existing infrastructure, or new infrastructure, there may be associated secondary adverse impacts from construction and operation, including habitat loss, disturbance, and displacement.</li> </ul>
<b>Population and Human Health</b>	<p><b>Likely Positive Environmental Effects</b></p> <ul style="list-style-type: none"> <li>Many of the policies within NTS2 should lead to greater resilience and will support climate change adaptation.</li> <li>Many of the policies have the potential to improve air quality and reduce exposure to noise, particularly within urban areas and locations with existing air quality issues, with benefits to human health.</li> <li>High level policies which support an increased uptake of active travel and help create the conditions to encourage walking and cycling, can lead to reduced GHG emissions and improved air quality, with added associated benefits from increased physical activity.</li> <li>The use of green infrastructure can lead to multiple benefits including providing support for habitats and species, improved air quality and increased community cohesion.</li> <li>Increased access to goods and services, particularly essential services like health care, can result in benefits for people and their health and wellbeing, especially where the focus is on reducing barriers for individuals and communities with specific needs.</li> </ul> <p><b>Likely Negative Environmental Effects</b></p> <ul style="list-style-type: none"> <li>Where policies lead to the need for upgrades to existing infrastructure, or new infrastructure, there may be associated secondary localised adverse impacts from construction and operation on Population and Human Health as a result of increased noise, dust and vibration.</li> </ul>
<b>Soils</b>	<p><b>Likely Negative Environmental Effects</b></p> <ul style="list-style-type: none"> <li>Where policies lead to the need for upgrades to existing infrastructure, or new infrastructure, there may be associated secondary localised adverse impacts from construction and operation on soils (soil loss and erosion).</li> </ul>
<b>Water</b>	<p><b>Likely Negative Environmental Effects</b></p> <ul style="list-style-type: none"> <li>Where policies lead to the need for upgrades to existing infrastructure, or new infrastructure, there may be associated secondary localised adverse impacts from construction and operation on the water environment (water pollution).</li> </ul>
<b>Air Quality</b>	<p><b>Likely Positive Environmental Effects</b></p> <ul style="list-style-type: none"> <li>Many of the policies have the potential to improve air quality, particularly in urban areas and locations where air quality issues currently exist.</li> <li>High level policies which support an increased uptake of active travel and help create the conditions to encourage walking and cycling, can lead to reduced GHG emissions and improved air quality.</li> <li>The use of green infrastructure can lead to multiple benefits including providing support for habitats and species, improved air quality and increased community cohesion.</li> </ul>



SEA Topic	Likely Significant Environmental Effects (Positive and Negative)
	<p><b>Likely Negative Environmental Effects</b></p> <ul style="list-style-type: none"> <li>• Potential that an increased movement of people and goods could lead to the uptake of more unsustainable modes of travel with associated negative impacts for climatic factors and air quality. Necessary to support the implementation of the Sustainable Travel Hierarchy to avoid or mitigate for any potential negative effects.</li> </ul>
Climatic Factors	<p><b>Likely Positive Environmental Effects</b></p> <ul style="list-style-type: none"> <li>• Greater integration of spatial planning and transport considerations, managing demand and improving efficiencies across the transport system could significantly reduce greenhouse gas (GHG) emissions.</li> <li>• Many of the policies within NTS2 should lead to greater resilience and will support climate change adaptation.</li> <li>• Where greater integration is proposed across wider systems, like energy and digital, and support the transition to a decarbonised transport system.</li> <li>• Potential may exist to future proof infrastructure, including through the use of green infrastructure, to support continued climate change mitigation and adaptation.</li> </ul> <p><b>Likely Negative Environmental Effects</b></p> <ul style="list-style-type: none"> <li>• Potential that an increased movement of people and goods could lead to the uptake of more unsustainable modes of travel with associated negative impacts for climatic factors and air quality. Necessary to support the implementation of the Sustainable Travel Hierarchy to avoid or mitigate for any potential negative effects.</li> <li>• Inappropriately sited development could lead to increased risk of flooding, which could have significant impacts on future performance and resilience of transport infrastructure.</li> </ul>
Material Assets	<p><b>Likely Positive Environmental Effects</b></p> <ul style="list-style-type: none"> <li>• Support for the Sustainable Travel Hierarchy and ensuring the transport system is developed in a way that supports sustainable modes of travel can help to avoid or reduce any potential negative impacts and can benefit the transport system overall.</li> <li>• Where greater integration is proposed across wider systems, like energy and digital, and support the transition to a decarbonised transport system.</li> <li>• Benefits likely to arise where there is a focus on ensuring infrastructure is fit for purpose and maintained.</li> <li>• Potential may exist to future proof infrastructure, including through the use of green infrastructure, to support continued climate change mitigation and adaptation.</li> </ul>
Cultural Heritage	<p><b>Likely Negative Environmental Effects</b></p> <ul style="list-style-type: none"> <li>• Where policies lead to the need for upgrades to existing infrastructure, or new infrastructure, there may be associated secondary localised adverse impacts from construction and operation on cultural heritage assets (the setting of sites of cultural importance).</li> </ul>
Landscape	<p><b>Likely Negative Environmental Effects</b></p> <ul style="list-style-type: none"> <li>• Where policies lead to the need for upgrades to existing infrastructure, or new infrastructure, there may be associated secondary localised adverse impacts from construction and operation on landscape (visual impacts and landscape setting).</li> </ul>

**Table B2: NTS2 SEA - Summary of Likely Significant Impacts of the Four Priorities**

NTS2 Priority	Likely Significant Environmental Effects (Positive and Negative)
<p><b>Promotes Equality</b></p>	<ul style="list-style-type: none"> <li>• Promotion of an inclusive transport system, that offers fair and equitable access to goods and services for all, including vital services like health care, is likely to result in positive benefits for <b>Population and Human Health</b>. Benefits of increased accessibility likely to be greater realised where focus is given to reducing barriers for individuals or communities who are disadvantaged e.g., due to affordability, disability, or location.</li> <li>• Where consideration is given to ensuring the transport network recognises different geographical needs (e.g., dominance of the private car in rural and remote areas due to lack of integrated transport infrastructure), benefits to <b>Population and Human Health</b> should arise from increased access to goods and services – particularly relevant where the remoteness of some locations means good connectivity is vital e.g., island communities.</li> <li>• Additional benefits should arise for <b>Material Assets</b> where there is a focus on increasing the resilience of the transport system to potential climate change associated risks and maintaining access to lifeline services.</li> <li>• Integration of the transport to better support the differing needs of users can also lead to a reduction in GHG emissions (<b>Climatic Factors</b>), and improved <b>Air</b> quality, with associated benefits for <b>Population and Human Health</b>, and <b>Material Assets</b>. Potential for benefits to be further maximised where support is given to the sustainable travel hierarchy. Greater integration between transport and land use should help increase accessibility and minimise barriers to uptake of more sustainable modes of transport and could lead to long term behaviour change (<b>Population and Human Health, Climatic Factors, Air, Material Assets</b>). Possibility for wider societal benefits as a result of increased opportunity for social interaction (<b>Population and Human Health</b>).</li> <li>• A lack of information regarding timetables and public transport routes can also be a barrier to accessing the transport network. Positive benefits for <b>Population and Human Health</b> expected where consideration is given to improved clarity in and presentation of information on travel choices as it should help reduce barriers to accessing the transport network. Particularly where provision of transport planning information is focused on those who have difficulties in using public transport. Increased accessibility can also result in wider societal benefits if measures seek to address issues of social isolation. Provision of travel information in adverse weather conditions can benefit all, but particularly those individuals and communities less able to prepare for, respond to, and recover from extreme weather events e.g., in areas of severe deprivation.</li> <li>• The evolution of and increasing digitisation of travel is expected to play a more of a role in transport, increasing mobility options for a wider range of population e.g., concepts such as shared mobility, mobility as a service, and autonomous vehicles are likely to significantly influence the transport sector in the near future. Technical developments have the potential to reduce the number of less sustainable journeys being taken, with benefits in terms of <b>Climatic Factors, Air</b> quality and <b>Population and Human Health</b>. However, there could be the potential for people to be negatively impacted as a result of barriers to using these technologies, such as due to location, low income, or disability.</li> <li>• Particular benefits to <b>Population and Human Health</b> are likely to occur as a result of addressing affordability of travel.</li> <li>• Further evidence suggests that those on low incomes, living in deprived neighbourhoods, are more adversely affected than those living in more affluent neighbourhoods. Differences include: an increased risk of road traffic injury, increased concerns about personal security, and higher exposure to ozone and particulate matter. Opportunity to consider how action to decarbonise the transport sector (<b>Climatic Factors</b> and <b>Air</b>) can be targeted to minimise risk of negative effects that disproportionately affect vulnerable groups (<b>Population and Human Health</b>).</li> </ul>
<p><b>Takes Climate Action</b></p>	<ul style="list-style-type: none"> <li>• Flooding is likely to pose the greatest long-term risk to the performance of Scotland’s transport network’s infrastructure. Risks from heat, water scarcity, and slope instability as a result of severe weather, could also be significant. Benefits could occur for <b>Climatic Factors</b> and <b>Material Assets</b> where there is a focus on ensuring the transport network is resilient to the impacts of climate change (e.g., fit for purpose infrastructure and prolonging lifespan through improvements in its repair and maintenance). The benefits of taking action to increase the resilience of the network is likely to be particularly relevant for transport hubs and routes located around the coast, which is at significant risk of increased flooding and rising sea levels.</li> </ul>

NTS2 Priority	Likely Significant Environmental Effects (Positive and Negative)
	<ul style="list-style-type: none"> <li>• Road and rail particularly vulnerable to the impacts of climate change (active eroding of Scottish coastlines) – opportunity to support greater alignment between transport and marine planning (<b>Climatic Factors</b> and <b>Material Assets</b>). Although, in some areas, due to uncertainty of ownership of coastal land and sea defences, this could be a barrier to greater integration.</li> <li>• Increased resilience across closely linked systems which support energy, transport, water and information &amp; communication technology networks, and the infrastructure that supports them, can result in potential positive benefits not only for <b>Material Assets</b>, but also for <b>Population and Human Health</b>.</li> <li>• A reduction in GHG emissions from the transport sector, can arise where support is given to increasing efficiencies in the movement of people and goods, e.g., through mass transit or modal shift (<b>Climatic Factors</b>). Benefits can be maximised where there is focus given to the road sector – further benefits can be experienced in terms of <b>Air</b> quality, <b>Population and Human Health</b> (reduced noise exposure), particularly in urban locations.</li> <li>• Decarbonisation of the transport sector, e.g., via electrification, is likely to deliver significant benefits in terms of <b>Climatic Factors</b>. However, consideration may need to be given to where modal shift or increased electrification could place additional pressures on other networks, e.g., increased demand for electricity. The increased digitisation of the transport sector can increase efficiency of movement of people and goods with associated benefits for <b>Climatic Factors</b>, <b>Air</b> quality, and <b>Population and Human Health</b>. Taking an integrated approach to considering infrastructure across transport, digital and energy is likely to become increasingly important to support the shift to more sustainable transport modes. Supporting innovation and technology will also be of key importance to ensure continued mitigation and adaptation to climate change.</li> <li>• Considering different geographical and accessibility needs and planning development in a manner that aligns with infrastructure can help reduce the length and number of journeys made (<b>Climatic Factors</b>), make places safer, increase accessibility, and support the uptake of more sustainable transport modes, like active travel (<b>Population and Human Health</b> and <b>Air</b>). This has the potential to reduce GHG emissions (<b>Climatic Factors</b>), and also lead to further benefits in terms of air quality and reduced exposure to noise (<b>Air</b> and <b>Population and Human Health</b>). There may be benefits where action is focussed on rural and remote areas where there is a greater reliance on private car use.</li> <li>• New infrastructure, or upgrades to the existing transport network, may be required to improve connectivity and decarbonisation of the transport sector. Potential benefits for <b>Climatic Factors</b>, <b>Air</b>, <b>Population and Human Health</b> can be realised if, where possible, support is given to ensuring the transport network is developed in a way that improves integration and supports sustainable transport modes.</li> <li>• Considering futureproofing of infrastructure early or identifying opportunities to accommodate new emerging technologies can support climate change mitigation and adaptation (<b>Climatic Factors</b>).</li> <li>• Promoting green infrastructure for active travel could support climate change adaptation (<b>Climatic Factors</b>) and lead to wider societal benefits, e.g., greater community cohesion, improved <b>Air</b> quality, and benefits for <b>Population and Human Health</b> through increased physical and mental wellbeing.</li> </ul>
Helps Our Economy Prosper	<ul style="list-style-type: none"> <li>• Improved connections allow for accessibility within and between places, within Scotland and further afield, and support economic growth and an inclusive society (<b>Population and Human Health</b>).</li> <li>• Supporting sustainable patterns of development which reduce the need to travel, enable the integration of transport modes, support sustainable modes of travel, and facilitate the movement of freight by rail and water creates the potential to reduce GHG emissions (<b>Climatic Factors</b>). Improved connectivity and more sustainable modes of transport can also lead to benefits for <b>Air</b> quality, with associated benefits for <b>Population and Human Health</b>, especially in those areas with existing air quality issues.</li> <li>• In supporting the integration of transport infrastructure that allows for different transport modes, and considers cross-boundary implications, wider benefits in terms of <b>Material Assets</b> can also be realised.</li> <li>• Giving greater consideration to improving accessibility to education and employment opportunities, and to important public services, such as health services, can result in positive benefits for SEA topic <b>Population and Human Health</b>. Associated benefits are likely to be experienced to a greater extent where action is focused on those who currently experience barriers to accessibility, e.g., due to financial and locational constraints.</li> </ul>

NTS2 Priority	Likely Significant Environmental Effects (Positive and Negative)
	<ul style="list-style-type: none"> <li>• Key infrastructure hubs and international gateways, like ports and airports, whilst vital to the movement of people and goods, often support transport modes which significantly contribute to GHG emissions and air pollution (<b>Climatic Factors</b> and <b>Air</b>). Congestion and air quality can be particular issues in and around Scotland’s key transport hubs. There is also a close relationship between air quality and environmental noise which can negatively impact on human health (<b>Air</b> and <b>Population and Human Health</b>). Where support is given to improving surface access to key hubs, including encouraging the uptake of more sustainable transport modes, there is the potential for reduced impacts for <b>Climatic Factors</b>, <b>Air</b> quality, and <b>Population and Human Health</b>.</li> <li>• Improving the efficiency and resilience of the transport network can help to reduce GHG emissions, improve air quality, and reduce exposure to noise. Particular benefits are likely to be experienced where a focus is given to encouraging a modal shift, e.g., from road to rail. Currently the majority of freight transportation is by road, with HGVs giving rise to higher GHG emissions and noise than other vehicles. Where available, rail can play an important role in supporting rural areas with a higher dependency on private car use, providing lifeline services for local people and acting as a gateway for visitors. (<b>Climatic Factors</b>, <b>Air</b>, and <b>Population and Human Health</b>).</li> <li>• Consideration must be given to the potential for any large scale modal shift to place additional pressure on other networks should the appropriate infrastructure not be in place to accommodate these changes, e.g., there is the potential for increased electrification and uptake of technologies like intelligent mobility and vehicle automation to add pressure to the electricity system, and on the ability of the network to generate, store and deliver the necessary capacity to meet peaks in electricity demand. Grid management will be critical to the adoption of electric vehicles and electric mobility. Also a need to ensure the digital network is able to support the transition to a decarbonised transport sector through increased digitisation. (<b>Climatic Factors</b>, <b>Material Assets</b> and <b>Population and Human Health</b>). Where consideration is given across sectors (transport, energy and digital) to support this transition, there should be overall benefits for <b>Material Assets</b>. Where this leads to new infrastructure development, there could be associated negative impacts at a local level from construction and operation (<b>Biodiversity, Flora and Fauna, Soils, Water, Cultural Heritage, and Landscape</b>).</li> <li>• The digitalisation of the transport system and Intelligent Transport Systems (ITS) and innovation in new technologies can support the move to more connected, cooperative, and potentially more autonomous vehicles and the concept of Mobility as a Service. On-demand services, self-driving cars and other new technologies are set to become increasingly transformational in how and in what way transport choices are made. This can result in reduction in GHG emissions through improved efficiencies, reduced congestion and fewer journeys being made (<b>Climatic Factors</b>). Additional benefits can include improved <b>Air</b> quality and noise levels, with associated benefits for <b>Population and Human Health</b>.</li> </ul>
Improves our Health and Wellbeing	<ul style="list-style-type: none"> <li>• <u>Increased digitisation of the transport system</u> - The increased collection and storage of data as a result of more devices being connected online, could lead to associated risks to the security and safety of automated systems. Early consideration of security risks to services and infrastructure will become increasingly crucial to help avoid or mitigate any adverse effects, with likely benefits to <b>Population and Human Health</b>, and <b>Material Assets</b>.</li> <li>• Where a focus is given to the safety of the transport system, e.g., seeking to reduce the risk of accidents and fatalities, and improving safety for all users, it is likely to lead to positive impacts for SEA Topics <b>Population and Human Health</b> and <b>Material Assets</b>.</li> <li>• Increased safety and resilience of the transport network can lead to reduced disruption and congestion, with positive benefits to SEA Topic <b>Climatic Factors</b>, <b>Air</b> quality, and <b>Population and Human Health</b>.</li> <li>• Where action is taken to improve the management of assets, e.g., through repair and maintenance, there are also likely to be positive benefits in terms of <b>Material Assets</b>. There may also be the chance for wider positive effects where the maintenance of infrastructure in vulnerable areas is prioritised, such as sites where there is an increased risk of flooding.</li> <li>• Positive effects in terms of <b>Population and Human Health</b> are expected through increasing the resilience of the network and reducing disruption across it, as well as through providing greater and clearer information regarding weather warnings to help communities and individuals make safer travel choices or prepare for extreme weather events. Particularly important for those individuals and communities who are less able to prepare for, respond to, and recover from such events, e.g., areas of severe deprivation. Reduced risk of congestion and disruption can also lead to wider benefits in terms of <b>Climatic Factors</b> and <b>Air</b> quality.</li> </ul>

NTS2 Priority	Likely Significant Environmental Effects (Positive and Negative)
	<ul style="list-style-type: none"> <li>Improving cycling and walking networks can promote active travel, leading to multiple benefits in terms of improved physical and mental health, reduction in GHG emissions, improved air quality, and a reduction in road traffic accidents (<b>Population and Human Health, Climatic Factors, Air, and Material Assets</b>). The benefits of this could be realised to a greater extent by targeting action towards areas with high levels of deprivation or existing poor air quality, as well as to those most susceptible to the impacts of atmospheric pollution. For example, the elderly, children, and those with pre-existing health issues.</li> <li>Designing neighbourhoods well can better enable people to walk and cycle to destinations, and physical activity has been shown to increase in neighbourhoods with many places to go, e.g., shops and other facilities. Greater integration of spatial planning and transport considerations can lead to more integrated, multi-modal transport system development, that supports sustainable transport modes suitable for a wide range of users. Furthermore, greater community engagement in the planning process can result in further benefits from local transport systems that meet the needs of multiple users, which can lead to wider societal benefits like improved community cohesion. (<b>Population and Human Health, and Material Assets</b>) Wider benefits are also likely to arise <b>for Climatic Factors and Air</b> quality by helping to ensure the car is not the first choice of transport, in alignment with the sustainable transport hierarchy.</li> <li>Improving the efficiency and integration of the transport network can lead to positive impacts on <b>Population and Human Health</b> through reduced exposure to noise and improved <b>Air</b> quality (transport is a significant source of both). This is likely to be particularly relevant in urban areas where the impacts of noise and air pollutants are experienced to a greater extent. Further positive benefits in terms of reduced GHG emissions are also expected (<b>Climatic Factors</b>).</li> <li>Where recognition is given to the differing geographical transport needs, including in remote and rural Scotland, it can lead to improved air quality, reduced exposure to noise and increased levels of interaction. Where green infrastructure is used to support active travel and includes habitat creation and enhancement, further benefits are expected in terms of <b>Population and Human Health, Air, Biodiversity, Flora and Fauna, Material Assets and Climatic Factors</b>.</li> </ul>

Table B3: Tactran Regional Transport Strategy Detailed Strategies and Frameworks

Strategy or Framework	Relevant Key Strands	Related Actions	Summary of SEA Findings (likely significant effects)
<p><b>Strategic Connectivity Strategy</b></p> <p>Aims to support the delivery of economic prosperity in the region through seeking improvements to the networks and services that connect Tayside and Central Scotland to the rest of Scotland, the UK, Europe and globally. It covers the five key modes for people and transport.</p> <p>Partnership working is key to the successful delivery of the strategy.</p>	<p><b>Rail Links and Services</b></p> <p>Issues of train capacity, long journey times, fare levels and overcrowding can limit the attractiveness of rail services as an alternative to car and air travel.</p>	<ul style="list-style-type: none"> <li><b>SC1</b> Work with Transport Scotland to deliver STPR Projects 6: Further Extension of Rail Electrification; 15 Edinburgh to Glasgow Rail Improvements; 17: Highland Main Line rail improvements; and 23: Aberdeen – Central Belt Rail Improvements.</li> <li><b>SC2</b> Work with train operators to reduce overcrowding and improve the reliability of passenger services to Edinburgh, Glasgow, Aberdeen and beyond.</li> <li><b>SC3</b> Support improvements to the Caledonian Sleeper, East Coast and CrossCountry services to London and other UK cities and regions.</li> <li><b>SC4</b> Support the extension of High Speed Rail between London and Central Scotland and to</li> </ul>	<p><b>Likely Positive Effects:</b></p> <ul style="list-style-type: none"> <li>Supporting the delivery of economic prosperity in the region through seeking improvements to the networks and services that connect Tayside and Central Scotland to the rest of Scotland and the UK, Europe, and the world (<b>Population and Human Health</b>).</li> <li>Increased use of rail and inter-city bus and coach has the potential to have positive impacts (<b>Population and Human Health, Air</b> (quality), <b>Climatic Factors</b> and <b>Material Assets</b>), particularly where a shift is made from road use.</li> </ul> <p><b>Uncertain Effects:</b></p> <ul style="list-style-type: none"> <li>A number of the proposals cover infrastructure – the visual impacts of which are uncertain (<b>Landscape</b>).</li> </ul>

Strategy or Framework	Relevant Key Strands	Related Actions	Summary of SEA Findings (likely significant effects)
		<p>ensure that through services from the region use the new line.</p> <ul style="list-style-type: none"> <li>– <b>SC5</b> Support the provision of rail freight infrastructure, rolling stock and services to increase the role of rail freight serving the region.</li> </ul>	
	<p><b>Strategic Roads</b></p> <p>Congestion and unreliable journey times on the strategic road network affect the competitiveness of businesses in the region.</p>	<ul style="list-style-type: none"> <li>– <b>SC6</b> Work with Transport Scotland to support delivery of STPR Projects 16: to upgrade the A9 between Dunblane and Inverness; and 29: to improve the A90 through/around Dundee.</li> <li>– <b>SC7</b> Support partners in delivering improvements to the strategic road network around Perth and Stirling.</li> </ul>	<p><b>Likely Positive Effects:</b></p> <ul style="list-style-type: none"> <li>– Improvements to strategic road network around Perth and Stirling will improve safety and air quality for Perth AQMA (<b>Population and Human Health, and Air</b>)</li> </ul> <p><b>Likely Negative Effects:</b></p> <ul style="list-style-type: none"> <li>– Improvements to strategic road network around Perth and Stirling may result in negative impacts in terms of noise, air quality and landscape. Severity of impacts will depend on the design. EIA will be required. (<b>Population and Human Health, Air, and Landscape</b>).</li> </ul> <p><b>Uncertain Effects:</b></p> <ul style="list-style-type: none"> <li>– Proposals to upgrade the A9 (Dunblane to Inverness) and A90 through/around Dundee (<b>Air, Soils, Material Assets, and Landscape</b>).</li> <li>– A number of the proposals cover infrastructure – the visual impacts of which are uncertain (<b>Landscape</b>).</li> </ul>
	<p><b>Inter-regional Bus and Coach Services</b></p> <p>Inter-city services play an important role in providing express links to Aberdeen, Inverness, Edinburgh, Glasgow and beyond, as well as connections to major Scottish airports. These can provide travel choices and a competitive and more sustainable alternative to the car.</p>	<ul style="list-style-type: none"> <li>– <b>SC8</b> Support the continuation and development of inter-city bus and coach services.</li> </ul>	<p><b>Likely Positive Effects:</b></p> <ul style="list-style-type: none"> <li>– Increased use of rail and inter-city bus and coach has the potential to have positive impacts (<b>Population and Human Health, Air</b> (quality), <b>Climatic Factors</b> and <b>Material Assets</b>), particularly where a shift is made from road use.</li> </ul>



Strategy or Framework	Relevant Key Strands	Related Actions	Summary of SEA Findings (likely significant effects)
	<p><b>Ports</b></p> <p>The region's three ports of Dundee, Montrose and Perth are important for the movement of freight. The use of coastal and short sea shipping provides a more environmentally friendly means of transporting goods. Dundee and Montrose have been identified as playing a significant role in supporting the development of offshore renewables energy in the National Renewables Investment Plan (NRIP).</p>	<ul style="list-style-type: none"> <li>– <b>SC9</b> Support the movement of freight by sea.</li> <li>– <b>SC10</b> Support the improvement of rail and road links to the region's ports.</li> </ul>	<p><b>Likely Positive Effects:</b></p> <ul style="list-style-type: none"> <li>– Increased movement of freight by sea has the potential to have positive impacts (<b>Population and Human Health, Air</b> (quality), and <b>Climatic Factors</b>, particularly where a shift is made from road use.</li> </ul> <p><b>Likely Negative Effects:</b></p> <ul style="list-style-type: none"> <li>– Support for increased movement of freight by sea could result in potential negative effects on SEA Topics <b>Biodiversity, Flora and Fauna, Air and Water</b> through noise pollution and risk of collision, oil emissions, spills and dumping. Project level HRA required due to potential for impacts European Natura Sites and their site interests.</li> </ul> <p><b>Uncertain Effects:</b></p> <ul style="list-style-type: none"> <li>– Infrastructure requirements unknown therefore potential environmental impacts uncertain.</li> </ul>
	<p><b>Air</b></p> <p>Connections by air are critical in supporting the region's tourism and export-related businesses; these include routes from within the region and to major destinations within the rest of Britain and internationally.</p>	<ul style="list-style-type: none"> <li>– <b>SC11</b> Support the continuation and development of direct routes from Dundee Airport to London and other key destinations.</li> <li>– <b>SC12</b> Support the further development of facilities at Dundee Airport.</li> <li>– <b>SC13</b> Support enhanced surface access by all modes to Aberdeen, Edinburgh, and Glasgow Airports.</li> <li>– <b>SC14</b> Support the continuation and development of services between Scottish Airports and major hubs, including London Heathrow</li> </ul>	<p><b>Likely Positive Effects:</b></p> <ul style="list-style-type: none"> <li>– Improvements to surface access at major airports could promote a modal shift from car with subsequent positive effects on SEA Topics: <b>Population and Human Health, Air, Climatic Factors</b> and <b>Material Assets</b>.</li> </ul> <p><b>Likely Negative Effects:</b></p> <ul style="list-style-type: none"> <li>– Increase in number of flights and traffic has the potential to negatively impact upon local air quality (Air), but possible that mitigation through reduced travel by road to other airports could make it overall neutral.</li> </ul>
<p><b>Regional Health &amp; Transport Framework</b></p>	<p><b>Promoting Active Travel</b></p> <p>Aims to ensure that everyone living in the region is able to, and chooses to, travel safely by active modes such as walking and cycling for the majority of their local journeys.</p>	<ul style="list-style-type: none"> <li>– <b>HT1</b> Increase the number of journeys made by active travel modes by making people aware of the benefits of active travel and ensuring that active travel infrastructure is available and attractive to use.</li> <li>– <b>HT2</b> Contribute to achieving road safety targets</li> </ul>	<p><b>Likely Positive Effects:</b></p> <ul style="list-style-type: none"> <li>– Positive effects expected for SEA Topics: <b>Population and Human Health, Air, Climatic Factors</b> and <b>Material Assets</b> as a result of increasing use of active travel and promoting modal shift from car, and improving safety, especially for vulnerable road users (cyclists and pedestrians).</li> </ul>



Strategy or Framework	Relevant Key Strands	Related Actions	Summary of SEA Findings (likely significant effects)
	<p><b>Transport and Public Health</b></p> <p>Everyone in the region should be able to live without exposure to air quality or noise levels that are detrimental to health, or a threat to personal safety associated with the transport network.</p>	<ul style="list-style-type: none"> <li>– <b>HT3</b> Improve air quality within any designated Air Quality Management Area (AQMA) to a point where the AQMA is revoked.</li> <li>– <b>HT4</b> Minimise the number of people exposed to intrusive noise levels.</li> <li>– <b>HT5</b> Reduce the rate of road accident casualties and achieve or better national road safety targets.</li> <li>– <b>HT6</b> Reduce the effects of severance on communities caused by transport infrastructure or its use</li> </ul>	<p><b>Likely Positive Effects:</b></p> <ul style="list-style-type: none"> <li>– Positive effects expected for SEA Topics: <b>Population and Human Health</b>, and <b>Air</b> as a result of reducing emissions, reducing transport related noise, improving safety, particularly of vulnerable users (cyclists and pedestrians), and improving sustainable access.</li> </ul>
	<p><b>Access to Healthcare</b></p>	<ul style="list-style-type: none"> <li>– <b>HT7</b> Improve equality of access to healthcare</li> <li>– <b>HT8</b> Provide, where possible, healthcare services in locations and at times that are readily accessible.</li> <li>– <b>HT9</b> Make transport to healthcare accessible for all, physically, socially, and financially.</li> <li>– <b>HT10</b> Ensure transport to healthcare is undertaken by sustainable modes wherever possible.</li> </ul>	<p><b>Likely Positive Effects:</b></p> <ul style="list-style-type: none"> <li>– Positive effects expected for SEA Topic <b>Population and Human Health</b>, through improving health through better access to healthcare and via active travel modes.</li> </ul>
<p><b>Active Travel Strategy</b></p> <p>Aims to improve the active travel network across the region and to promote the most sustainable modes of transport – primarily walking and cycling, but also includes other modes such as scooters and skateboards for journeys to and from school etc. It also aims to support the delivery of the Cycling Action Plan for Scotland (CAPS); and implementation of the National Walking Strategy (NWS) and Long-Term Vision for Active Travel in Scotland.</p>	<p><b>Strategic Integration</b></p>	<ul style="list-style-type: none"> <li>– <b>AT1</b> Integration and Coordination Work with Councils, CPPs and other partners to deliver the strategy’s aims and ensure it is supported by non-transport policies and programmes.</li> </ul>	<p><b>Likely Positive Effects:</b></p> <ul style="list-style-type: none"> <li>– Positive effects expected for SEA Topics <b>Population and Human Health, Air, Climatic Factors</b> and <b>Material Assets</b> as a result of improving health through active travel and promoting a modal shift.</li> </ul>
	<p><b>High Quality Infrastructure</b></p>	<ul style="list-style-type: none"> <li>– <b>AT2 Improved Walking and Cycling Links within the Region</b> Develop walking and cycling links to and within town and city centres and to employment, health facilities, services, leisure, and tourism activities.</li> <li>– <b>AT3 Regional Walking and Cycling Routes</b> Establish routes of regional priorities and close gaps in the regional network for walking and cycling in line with expansion of the NCN, national long-distance paths, tourism strategies and local active travel strategies.</li> </ul>	<p><b>Likely Positive Effects:</b></p> <ul style="list-style-type: none"> <li>– Positive effects expected for SEA Topics <b>Population and Human Health, Air, Climatic Factors</b> and <b>Material Assets</b> as a result of improving health through active travel, providing sustainable access, and promoting a modal shift.</li> </ul>

Strategy or Framework	Relevant Key Strands	Related Actions	Summary of SEA Findings (likely significant effects)
<p>The success of the Strategy relies on support from a range of non-transport policies and programmes, including land use planning, education, and health. A key objective is to secure this via cross-cutting action.</p>		<ul style="list-style-type: none"> <li>– <b>AT4 Improved Walking and Cycling Links to Education Facilities</b> Promote walking and cycling links to schools as well as further and higher education facilities. Promote continuation and expansion of school travel plans, Cycle Friendly Schools and Campuses.</li> <li>– <b>AT5 High Quality Cycle Parking</b> Provide secure and quality cycle parking at key trip destinations and make this an integral part of any infrastructure improvement or expansion.</li> <li>– <b>AT6 Audit</b> Where opportunities arise, locally focused active travel audits will identify priorities for future investment in developing the regional walking and cycling network.</li> </ul>	
	<p><b>Making Better Use of the Transport System</b></p>	<ul style="list-style-type: none"> <li>– <b>AT7 Public Transport Access</b> Support the provision of improved walking and cycling access at public transport interchanges and on trains/buses.</li> <li>– <b>AT8 Priority</b> Assign greater priority to pedestrians and cyclists in the design and management of the road network and design residential streets to keep vehicles at or below 20mph.</li> </ul>	<p><b>Likely Positive Effects:</b></p> <ul style="list-style-type: none"> <li>– Positive effects expected for SEA Topics <b>Population and Human Health, Air, Climatic Factors</b> and <b>Material Assets</b> as a result of improving health through active travel, providing sustainable access, and promoting a modal shift.</li> </ul>
	<p><b>Influencing Travel Behaviour</b></p>	<ul style="list-style-type: none"> <li>– <b>AT9 Promotion</b> Promote active travel through publicity, events and information provision, Cycling Scotland’s Cycle Friendly schemes, forward planning and joint marketing with relevant partners.</li> <li>– <b>AT10 Training</b> Support cycle training in schools and workplaces.</li> </ul>	<p><b>Likely Positive Effects:</b></p> <ul style="list-style-type: none"> <li>– Positive effects expected for SEA Topics <b>Population and Human Health, Air, Climatic Factors</b> and <b>Material Assets</b> as a result of improving health through active travel, providing sustainable access, and promoting a modal shift.</li> </ul>
<p><b>Travel Planning Strategy</b></p> <p>The assessment of travel needs, and the provision of more choice can lead to a more sensible use of the car and greater use of more sustainable</p>	<p><b>Travel Plan Guidance and Support</b></p>	<ul style="list-style-type: none"> <li>– <b>TP1</b> Maintain close working relationships with the Scottish Government, other RTPs, local authorities, travel organisations, business organisations and stakeholders to share best practice and establish a seamless approach to implementing and coordinating effective Travel Plans.</li> </ul>	<p><b>Likely Positive Effects:</b></p> <ul style="list-style-type: none"> <li>– Action TP1 is likely to result overall in neutral effects in terms of the majority of the SEA Topics, but likely positive effects are expected for <b>Material Assets</b>.</li> <li>– The other Actions are expected to lead to positive effects for <b>Air, Climatic Factors</b>, and <b>Material Assets</b>, through promoting a modal shift.</li> </ul>

Strategy or Framework	Relevant Key Strands	Related Actions	Summary of SEA Findings (likely significant effects)
<p>travel modes. This can have benefits for employers and individuals and contribute to health improvements and reductions in pollution and travel congestion.</p>		<ul style="list-style-type: none"> <li>– <b>TP2</b> Provide support and advice to establish effective Travel Plans throughout the public sector.</li> <li>– <b>TP3</b> Encourage the development of private sector Travel Plans with major employers.</li> <li>– <b>TP4</b> Provide support and advice to School Travel Plan Coordinators.</li> <li>– <b>TP6</b> Encourage the production and implementation of effective Travel Plans in new developments.</li> </ul>	
	<p><b>Use of Awareness Campaigns</b></p>	<ul style="list-style-type: none"> <li>– <b>TP7</b> Promote sustainable transport and travel choice to the community and encourage local authorities to promote initiatives in their area.</li> </ul>	<p><b>Likely Positive Effects:</b></p> <ul style="list-style-type: none"> <li>– Expected to lead to positive effects for <b>Climatic Factors</b>, and <b>Material Assets</b>, through promoting a modal shift.</li> </ul>
	<p><b>Promote Regional Liftshare and Car Clubs</b></p>	<ul style="list-style-type: none"> <li>– <b>TP8</b> Promote and support a regional liftshare scheme, particularly within major employers.</li> <li>– <b>TP9</b> Support the establishment of Car Clubs in the region.</li> </ul>	<p><b>Likely Positive Effects:</b></p> <ul style="list-style-type: none"> <li>– Expected to lead to positive effects for <b>Air</b>, <b>Climatic Factors</b>, and <b>Material Assets</b>, through encouraging more sharing of car journeys and providing an alternative to separate household car ownership.</li> </ul>
<p><b>Buses Strategy</b></p> <p>The Strategy sets out the principles to help maintain and improve the bus and Community Transport (CT) networks across the region. Partnership working between a range of key stakeholders and delivery bodies is key to the successful delivery of the strategy.</p>	<p><b>Network Coverage</b></p> <p>Delivering improved coverage by ensuring that key destinations are linked to a passenger transport service that meets the needs of the local economy, and that everyone across the region has access to a key regional centre where they can access a range of facilities and services.</p>	<ul style="list-style-type: none"> <li>– <b>B1 Accessibility to Key Destinations</b> Work with local authorities, operators and developers to ensure that existing and new employment, education, retail, healthcare, and tourism destinations are serviced by road based passenger transport. (Key Destinations are listed in Appendix 3 of the Strategy).</li> <li>– <b>B2 Pattern and Frequency of Bus Services</b> Encourage the development of direct, frequent services on strategic routes, supported by an appropriate secondary network of scheduled and demand responsive (DRT) feeder services and efficient interchange provision, including linking with rail services. (Strategic Routes are listed in Appendix 3).</li> <li>– <b>B3 Supported Bus Network</b> Encourage the regular review of supported bus networks to identify opportunities to improve the efficiency</li> </ul>	<p><b>Likely Positive Effects:</b></p> <ul style="list-style-type: none"> <li>– Positive effects expected for SEA Topics <b>Population and Human Health</b>, <b>Air</b>, <b>Climatic Factors</b>, and <b>Material Assets</b>, by promoting a modal shift through increased use of buses and improving efficiency and accessibility.</li> </ul>

Strategy or Framework	Relevant Key Strands	Related Actions	Summary of SEA Findings (likely significant effects)
		<p>of use of available funding in support of policies B2 and B12.</p> <ul style="list-style-type: none"> <li>– <b>B4 New Developments</b> Ensure that new developments are either located close to existing good public transport services or can be linked in using financial contributions and other funding and partnership mechanisms involving developers and others.</li> </ul>	
	<p><b>Infrastructure and Vehicles</b> Improving infrastructure and vehicles aims to ensure the provision of a high quality, accessible and safe network in order to encourage increased bus use, improve accessibility for those with mobility difficulties and support interchange between different modes of public transport. Infrastructure includes a wide variety of features including, bus stops and shelters, vehicles, the road and footway network, bus stations and Park and Ride facilities.</p>	<ul style="list-style-type: none"> <li>– <b>B5 Existing interchanges</b> Encourage minimum standards for regionally Strategic Interchanges and deliver improvements. (Strategic Interchanges are listed in Appendix 4).</li> <li>– <b>B6 New Interchanges</b> Assess opportunities for new interchange facilities.</li> <li>– <b>B7 Bus Stop Infrastructure</b> Prioritise corridors and individual sites for improvement to bus stop infrastructure.</li> <li>– <b>B8 Whole Journey Approach</b> Develop a partnership approach to passenger safety that considers the whole journey, including the safety of key walking and cycling routes to and from bus stops and interchanges.</li> <li>– <b>B9 CCTV</b> Identify and prioritise opportunities for enhanced provision of CCTV on vehicles and at key interchanges and corridors.</li> <li>– <b>B10 Lighting</b> Identify and prioritise a programme of improvements and set appropriate standards for lighting provision at bus stops and interchanges across the region.</li> <li>– <b>B11 Mobility Difficulties</b> Undertake detailed consultation with disabled representative groups and passenger transport operators to identify barriers to travel.</li> <li>– <b>B12 Buses</b> Work in partnership to identify opportunities to raise the standard of vehicles, including promotion of alternative fuels to diesel.</li> <li>– <b>B13 CT/DRT Vehicles/Taxis</b> Encourage a good supply of wheelchair accessible taxis and</li> </ul>	<p><b>Likely Positive Effects:</b></p> <ul style="list-style-type: none"> <li>– Positive effects expected for SEA Topics <b>Population and Human Health, Air, Climatic Factors</b>, and <b>Material Assets</b>, by helping to promote a modal shift by making bus travel more attractive, improving the perception of personal safety when travelling by bus, improving accessibility for vulnerable groups, improving fuel efficiency and the use of alternative fuels, and reducing the resources required.</li> </ul>

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	<p><b>Network Performance</b> Improving network performance complements improvements to service coverage and infrastructure. This strand seeks to encourage travel by bus as an alternative to the car by improving journey reliability and promoting development of integrated fares and ticketing to make the bus network simpler to use and to ensure that bus journeys are affordable so that their cost is not a significant barrier to their use.</p>	<ul style="list-style-type: none"> <li>minibuses and other adapted vehicles to meet the needs of all of the population.</li> <li>– <b>B14 Environmental Responsibility</b> Promote environmentally conscious construction, maintenance and operation of Bus/DRT and CT networks.</li> <li>– <b>B15 Integrated Ticketing</b> Work with Transport Scotland, operators and local authorities to explore opportunities for the provision of multi-operator, multi-modal and multi-journey tickets, including the use of smartcard technology.</li> <li>– <b>B16 Quality Partnerships</b> Explore opportunities for and facilitate the implementation of Quality Partnerships.</li> <li>– <b>B17 Bus Priority and Punctuality Improvement Partnerships</b> Identify and prioritise key strategic corridors for bus priority measures and, in partnership with key stakeholders, explore the potential for introduction and support of Punctuality Improvement Partnerships.</li> <li>– <b>B18 Enforcement</b> Encourage good enforcement of traffic regulations that facilitate efficient bus service provision.</li> <li>– <b>B19 Concessionary Fares</b> Lobby for the Scottish Government concessionary fares scheme to include non-registered CT services.</li> <li>– <b>B20 Travel Discount Schemes</b> Explore the potential for providing further discounted travel schemes.</li> <li>– <b>B21 Road Based Transport Funding</b> Identify non transport and national government funding sources for road based transport and lobby for more national Government support.</li> </ul>	<p><b>Likely Positive Effects:</b></p> <ul style="list-style-type: none"> <li>– Positive effects expected for SEA Topics <b>Population and Human Health, Air, Climatic Factors</b>, and <b>Material Assets</b>, by making payment of fares easier, improving perception of the quality of bus travel to help promote a modal shift, improving affordability and accessibility for vulnerable groups and other groups, such as young people, and by seeking greater funding to safeguard or improve road based transport by maintaining existing provisions or improving accessibility.</li> </ul>
<p><b>Rail Strategy</b> The strategy aims to enhance connectivity within the region and between the region and the rest of Britain, and, recognising rail's efficiency in moving people and goods, contribute to the reduction</p>		<ul style="list-style-type: none"> <li>– <b>R1</b> Implement the Tay Estuary Rail Study proposals to achieve an additional hourly service between Arbroath and Glasgow stopping at appropriate local stations, complementing fast Inter City services.</li> </ul>	<p><b>Likely Positive Effects:</b></p> <ul style="list-style-type: none"> <li>– Overall, positive environmental effects are expected for SEA Topics <b>Population and Human Health, Air, Climatic Factors</b> and <b>Material Assets</b> as a result of</li> </ul>

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	<p>of transport related environmental impacts. It supports and complements implementation of STPR projects that will extend electrification to all railway lines in the region and make improvements to the railway lines between Aberdeen/ Inverness and the Central Belt. It will be implemented in partnership with the rail industry and Transport Scotland.</p>	<ul style="list-style-type: none"> <li>– <b>R2</b> Support the provision of rail services that provide and enhance economic growth by connecting key business &amp; employment sectors where possible.</li> <li>– <b>R3</b> Encourage improving the efficiency, reliability, and integration of rail services in the Tactran region, specifically where this will benefit key business and employment sectors.</li> <li>– <b>R4</b> Support enhanced accessibility between key destinations within the Tactran region and key external destinations by rail without compromising wider inter-regional rail connectivity.</li> <li>– <b>R5</b> Support provision of new, relocated and enhanced stations where this will enhance access to the rail network and improve integration with the area being served.</li> <li>– <b>R6</b> Support the maintenance or improvement of real and perceived levels of safety and personal security on the rail network.</li> <li>– <b>R7</b> Seek to ensure that rail is fully integrated with relevant land-use and planning projects.</li> <li>– <b>R8</b> Support the provision of rail freight terminals, rolling stock and services for the region.</li> <li>– <b>R9</b> Ensure the rail network is integrated with the wider public transport network, including through promoting interchange with other modes via regionally Strategic Interchanges. (Strategic Interchanges are listed in Appendix 4).</li> <li>– <b>R10</b> Develop a partnership approach to passenger safety that considers the whole journey, including the safety of key walking and cycling routes to and from railway stations.</li> <li>– <b>R11</b> Work with disabled representative groups and rail operators to identify and overcome barriers to travel.</li> <li>– <b>R12</b> Support the development of Community Rail Partnerships.</li> </ul>	<p>promoting a modal shift by: increasing train service levels and reliability on existing lines; improving accessibility between key destinations within the Tactran area and key external destinations; improving real and perceived levels of safety and personal security, making travel by rail more attractive for car users; better integration of the wider public transport system, and improving involvement of the railway in the community.</p> <p><b>Likely Negative Effects:</b></p> <ul style="list-style-type: none"> <li>– In some locations, due to increased numbers of services, some noise and vibration impacts are possible at properties close to the line with subsequent negative impacts on <b>Population and Human Health</b> for those residents. Potential negative impacts as a result of land take for terminals and associated visual impacts may occur (<b>Landscape</b>). A more detailed assessment of impacts will be required on a project basis.</li> </ul>

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<p><b>Freight Strategy</b></p> <p>The strategy aims to improve the efficiency and address adverse environmental impacts of freight operations in the region. It builds on the opportunities presented by multi-modal freight and other opportunities identified and developed through the Regional Freight Quality Partnership (FQP).</p>		<ul style="list-style-type: none"> <li>– <b>F1 Lorry Parking</b> Explore opportunities for improved lorry parking on the region’s road network, including consideration of inclusion of overnight lorry parking in Park &amp; Ride proposals.</li> <li>– <b>F2 Urban Logistics</b> Promote the implementation of more efficient and environmentally friendly urban logistics, including giving consideration to the implementation of logistics service centres in the region’s main towns and cities.</li> <li>– <b>F3 Public Sector Logistics</b> Support improvements in the efficiency of public sector logistics and the application of joint logistics solutions.</li> <li>– <b>F4 Timber Transport</b> Promote timber transport and reduced environmental impacts through membership and supporting the Stirling &amp; Tayside Timber Transport Group.</li> <li>– <b>F5 Port Development</b> Support development of the region’s three ports, including the provision of multi-modal freight facilities.</li> <li>– <b>F6 Rail Connections</b> Support the provision of rail connections for freight movements between the region and the rest of the country.</li> <li>– <b>F7 Improved Information for Road Freight Industry</b> Use modern technology to improve routeing and other information for the road freight industry.</li> </ul>	<p><b>Likely Positive Effects:</b></p> <ul style="list-style-type: none"> <li>– The expected impact of the Strategy is broadly positive in terms of reducing the number of road freight movements in urban areas and encouraging the use of less polluting vehicles and rail (<b>Air and Climatic Factors</b>).</li> <li>– The use of modern technology to improve routing and other information should reduce unnecessary mileage with subsequent benefits for <b>Air, Climatic Factors, and Material Assets</b>.</li> <li>– Creating safe properly designed parking areas for lorries away from laybys on main roads and residential areas etc. should result in positive effects on <b>Population and Human Health</b>.</li> <li>– Port and associated development has the potential to reduce environmental impact where transfer of movement is made from road (<b>Climatic Factors</b>).</li> <li>– Positive or Neutral effects on <b>Soils and Water</b> in more vulnerable rural environments may occur as a result of Action F4 on Timber Transport if good practice is followed.</li> </ul> <p><b>Uncertain Effects:</b></p> <ul style="list-style-type: none"> <li>– The effects of Port and associated development for multi-modal freight facilities are uncertain or unknown for SEA Topics <b>Biodiversity, Flora, and Fauna</b> (marine), <b>Air and Water</b>, as the infrastructure requirements are not yet known.</li> </ul>
<p><b>Travel Information Strategy</b></p> <p>The strategy addresses the provision of travel information covering all modes, incorporating and building on existing initiatives; promoting and maintaining a comprehensive Travel</p>	<p><b>Informing Travel Choices and Awareness</b></p> <p>This strand aims to ensure people are better informed of their travel choices and more aware of where they can access travel information required before and during their journey.</p>	<ul style="list-style-type: none"> <li>– <b>T11</b> Travel Information that is up to date and current, consistent, coherent, comprehensive (including routes, journey times, cost and facilities), easily available and tailored to users’ needs.</li> <li>– <b>T12</b> Implementation of the Regional Buses Information Strategy.</li> </ul>	<p><b>Likely Positive Effects:</b></p> <ul style="list-style-type: none"> <li>– The overall environmental impacts of Actions T11-15 are expected to be broadly neutral. However, positive effects are anticipated for SEA Topics <b>Population and Human Health, Air, Climatic Factors and Material Assets</b> through making bus travel more</li> </ul>



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<p>Information System, covering all modes and users; seeking to extend 'Real Time' Information systems already covering parts of the region to other key areas/ corridors/ routes, ensuring common regional and cross-regional approaches where possible; and ensuring that the specific needs of disabled and other disadvantaged groups are addressed.</p>	<p><b>Facilitating Modal Shift/ Sustainability</b></p> <p>This strand aims to ensure people are informed of the negative impact their travel mode may have and are able to access the information they need to make more sustainable travel choices.</p>	<ul style="list-style-type: none"> <li>– <b>T13</b> Information on access to key locations.</li> <li>– <b>T14</b> Information that allows for planning and comparing journey options, including sustainable/active travel options, along with guidance on reliability.</li> <li>– <b>T15</b> Information that enhances journey experience and gives reassurance throughout the journey.</li> </ul>	<p>attractive as an alternative to the car and encouraging people to make more sustainable travel choices.</p>
	<p><b>Making efficient use of the Transport Network</b></p> <p>As well as ensuring that movements which are fundamental to regional prosperity are adequately catered for, the Strategy via its Actions T16-T18 seeks to ensure that the most efficient use is made of the transport network.</p>	<ul style="list-style-type: none"> <li>– <b>T16</b> Information on lifeline services.</li> <li>– <b>T17</b> Information on planned and unplanned variations to services.</li> <li>– <b>T18</b> Information on routeing for lorries.</li> </ul>	<p><b>Likely Positive Effects:</b></p> <ul style="list-style-type: none"> <li>– The overall environmental impacts of Actions T16-18 are expected to be broadly neutral. However, positive effects are anticipated for SEA Topics <b>Air, Climatic Factors</b> and <b>Material Assets</b> through ensuring full information is available on accessibility to essential services and facilities, and improved information for routing for lorries helping to reduce unnecessary mileage.</li> </ul>

