

PERTH AND KINROSS COUNCIL MOBILITY STRATEGY

2024

APPENDIX – REVIEW OF OTHER RELEVANT PLANS, PROGRAMMES, AND STRATEGIES [PPS]

GENERAL

NAME OF PPS	SUMMARY OF MAIN REQUIREMENTS OF PPS	SUMMARY OF RELEVANCE TO THE MOBILITY STRATEGY
<p>National Performance Framework and Indicators</p>	<p>The National Performance Framework is for all of Scotland. It aims to:</p> <ol style="list-style-type: none"> a. Create a more successful country. b. Give opportunities to all people living in Scotland. c. Increase the wellbeing of people living in Scotland. d. Create sustainable and inclusive growth. e. Reduce inequalities and give equal importance to economic, environmental, and social progress. <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 & 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>
<p>The Tay Cities Region Tourism Strategy 2019 – 2024</p>	<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. An action plan will be developed using the priorities for action set out in the Strategy as a starting point.</p> <p>Its Vision is that: ‘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.’</p> <p>Its identified Mission is: ‘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.’</p> <p>To grow the value of the Region’s visitor economy, the Strategic Objectives are:</p> <ol style="list-style-type: none"> a. Grow the value of overnight stays across the Region. b. Improve the all-round experience for visitors. c. Address common challenges e.g. connectivity, accessibility, seasonality, and productivity. d. Develop regional destination connectors (culture and creative industries; food and drink; and outdoor adventures) 	<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>

<p>Perth & Kinross Council Corporate Plan 2022 - 2027</p>	<p>The Perth & 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 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.</p> <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 'live life well, free from poverty and inequality.'</p> <ol style="list-style-type: none"> 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 	<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 & 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.</p>
<p>Perth and Kinross Community Plan (LOIP) 2022 - 2032</p>	<p>The Community Plan sets out the Community Planning Partnership's (CPP) ambition for the area, which is for Perth and Kinross '<i>...to be the best place in Scotland for everyone to live life well, free from poverty and inequality</i>' 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"> 1) Reducing Poverty 2) Physical and Mental Wellbeing 3) Digital Participation 4) Learning and Development 5) Employability <p>In addition to the above 5 Strategic Priorities, the Community Plan identifies 2 cross-cutting issues:</p> <ol style="list-style-type: none"> 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. 2) Cost of Living Crisis – take joint action to mitigate the impact on people and communities in Perth and Kinross. <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>
<p>National Transport Strategy 2 – Protecting Our Climate and</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: "<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>It is proposed that Perth & 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>

Improving Lives, 2020	<p>The vision is underpinned by 4 interconnected priorities, with each priority also having 3 associated outcomes:</p> <ol style="list-style-type: none"> 1. Reduce Inequalities – our transport system will be accessible, easy to use and affordable for all. ‘Everyone in Scotland will share in the benefit 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 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.’ 	
Strategic Transport Projects Review 2	<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). 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>
Scotland Cycling Framework	<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>
Scotland’s Road Safety Framework to 2030 – Together, making Scotland’s roads safer	<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> It identifies 5 Outcomes around: safe road use, safe vehicles, safe speeds, safe roads and roadsides, post-crash responses.</p> <p><u>The Interim Targets to 2030 are:</u></p> <ol style="list-style-type: none"> a. 50% reduction in people killed (relative to the 2014-2018 average) b. 50% reduction in people seriously injured (relative to the 2014-2018 average) c. 60% reduction in children (aged <16) killed. d. 60% reduction in children (aged <16) seriously injured 	<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>

TACTRAN RTS	The TACTRAN Regional Transport Strategy (RTS) sets out a vision for improving the Tayside and Central Scotland region's transport infrastructure, services, and other facilities over the period to 2036. The RTS adopts the same four priorities as the National Transport Strategy and proposes key outcomes to achieve these priorities. The RTS was also subject to a Strategic Environmental Report. 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, which can be mitigated with the proposed mitigation actions	
Designing Streets (2010)	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.	The Mobility Strategy should recognise and reflect the content of these guidance documents to help create better places through design.
Tactran – Tayside Bus Alliance (Bus Partnership Fund)	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.	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.
Perth Transport Future	The Perth Transport Future Project is a major infrastructure upgrade programme to improve the road network around Perth City. 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.	The Mobility Strategy will fundamentally carry on from the ongoing Perth Transport Futures work, with a focus on both rural and urban communities.
The Perth People Place Programme	<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. 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> <ol style="list-style-type: none"> Provide a more socially inclusive transport system. Reduce the impacts of congestion, air pollution and severance of vehicular transport on Perth and Kinross Communities. Improve public health. Boost economic activity. <p>Perth & Kinross Council and its partners will seek to:</p> <ol style="list-style-type: none"> Increase the number of journeys made on foot across Perth and Kinross as recorded in the 2011 Census for Scotland. Increase the number of journeys made by bike in Perth and Kinross as recorded in 2011 Census for Scotland. 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. 	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.

	d. Increase the proportion of residents cycling monthly or more often in Perth and Kinross by 50% by 2028 in comparison with a 2018 baseline.	
National Planning Framework (NPF) 4	<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: 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.</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>	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 & 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.
PKC LDP	Note: 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 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.	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 & 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.
Perth West	<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 several components:</p> <ol style="list-style-type: none"> Perth Innovation Highway Perth Eco Innovation Park Lamberkin Village DRECO 	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.
Cairngorms National Park LDP 2021	<p>The National Park's statutory aims are:</p> <ol style="list-style-type: none"> To conserve and enhance the natural and cultural heritage of the area. To promote sustainable use of the natural resources of the area. 	The Mobility Strategy should take cognisance of the National Park's aims and objectives, particularly where they relate to cross boundary Spatial Strategy

	<p>c. To promote understanding and enjoyment (including enjoyment in the form of recreation) of the special qualities of the area by the public; and</p> <p>d. To promote sustainable economic and social development of the area's communities.</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>and transportation matters with Perth and Kinross, so as not to impede the opportunities for better connections through and beyond neighbouring authority areas.</p>
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THE ECONOMY

NAME OF PPS	SUMMARY OF MAIN REQUIREMENTS OF PPS	SUMMARY OF RELEVANCE TO THE MOBILITY STRATEGY
<p>The Tay Cities Deal</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 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>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 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 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. 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. 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>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>

	<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>To tackle these issues and challenges, the Strategy seeks to deliver a range of actions, including:</p> <ol style="list-style-type: none"> a. Implementation of the Perth Bus and Rail interchange project. b. 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. c. Use the Tay Cities Regional Transport Model to inform an understanding of problems and opportunities, and the appraisal of potential strategic transport interventions. d. Work with Transport Scotland and other partners to support delivery of necessary transport infrastructure and services. e. Continue to promote the use of electric and hybrid vehicles and support ongoing investment in the network of EV charging points within the region. f. Build on the leading role of the Region in the use of disruptive transport innovations. g. Further analyse the barriers faced by those out of work to improve understanding of where the Region's employability activity should be focused. h. Target employability support on helping those facing the most significant barriers to employment and progression, such as health and disabilities and geographic location. 	
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BIODIVERSITY, FLORA, AND FAUNA

NAME OF PPS	SUMMARY OF MAIN REQUIREMENTS OF PPS	SUMMARY OF 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)	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. 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 fishponds, rice paddies, reservoirs, and salt pans. They are amongst the world's most diverse and productive ecosystems and vital to human survival on earth.	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.
Scottish Biodiversity Strategy to 2045: Tackling the Nature Emergency in Scotland	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: <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. 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> 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.	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.
Scotland's Forestry Strategy 2019 - 2029	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.	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

	<p>It has the principles of sustainable forest management at its core, including adherence to the principle of ‘the right tree, in the right place, for the right purpose’, 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 Strategy’s key priorities are:</p> <ol style="list-style-type: none"> a. Ensuring forests and woodlands are sustainably managed. b. Increasing the adaptability and resilience of forests and woodlands. c. Expanding the area of forests and woodlands, recognising wider land-use objectives. d. Enhancing the environmental benefits provided by forests and woodlands. e. Improving efficiency and productivity and developing markets. f. Engaging more people, communities and businesses in the creation, management and use of forests and woodlands. 	<p>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 connect people and communities to forests and woodlands also.</p>
<p>Tayside Local Biodiversity Action Plan 2nd Edition 2016 – 2026</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 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 several Action Plans grouped under a variety of themes: Upland, Farmland, Woodland, Coastal & Marine, Urban, Water & Wetlands, People & 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>
<p>Public Health Priorities for Scotland (2018)</p>	<p>The six priorities reflect a consensus on the most important things Scotland 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> <ol style="list-style-type: none"> 1) Priority 1: A Scotland where we live in vibrant, healthy, and safe places and communities. 2) Priority 2: A Scotland where we flourish in our early years. 3) Priority 3: A Scotland where we have good mental wellbeing. 4) Priority 4: A Scotland where we reduce the use of and harm from alcohol, tobacco, and other drugs. 5) Priority 5: A Scotland where we have a sustainable, inclusive economy with equality of outcomes for all. 6) Priority 6: A Scotland where we eat well, have a healthy weight and are physically active 	<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 & Kinross’s transport network have been identified.</p>
<p>Fairer Scotland Action Plan (2016)</p>	<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. Those Ambitions are:</p> <ol style="list-style-type: none"> 1) A Fairer Scotland for All 2) Ending Child Poverty 3) A Strong Start for All Young People 4) Fairer Working Lives 	<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>

	5) A Thriving Third Age	
Perth and Kinross Local Housing Strategy 2022-2027	<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 "Everyone in Perth and Kinross has access to the right home, in the right place, at the right cost." To ensure this Vision is achieved, the Council will work towards the following four priorities:</p> <ol style="list-style-type: none"> 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. 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. 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. 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. <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>	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 & 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.
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.

SOIL, WATER, AND AIR

NAME OF PPS	SUMMARY OF MAIN REQUIREMENTS OF PPS	SUMMARY OF RELEVANCE TO THE MOBILITY STRATEGY
Scottish Soil Framework (2009)	The Framework sets out the vision for soil protection in Scotland, and formally acknowledges the important services soils provide to society. Protecting Scotland's soils aligns with and supports the Scottish Government purpose of increasing sustainable economic growth and the National Outcome 'We value and enjoy our built and	The Mobility Strategy must seek to protect the functional capacity of the area's soils.

	<p>natural environment and protect it and enhance it for future generations.' The principal aim of the Scottish Soil Framework is to:</p> <p><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>	
European Water Framework Directive (2000/60/EC)	<p>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.</p>	<p>The policies, proposals and projects contained within the Mobility Strategy, and those arising because of it should not result in negative impacts on the ecological status of the water environment, both directly and indirectly.</p>
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>	<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.</p>
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> <ol style="list-style-type: none"> a. Water management through the creation of River Basin Management Plans (RBMPs), and b. The regulatory control of a range of activities that can impact on the water environment under (CAR – The Water Environment (Controlled Activities) (Scotland) Regulations). 	<p>The implementation of the Mobility Strategy must not result in negative impacts on the ecological status of the water environment.</p>
Water Environment (Controlled Activities) (Scotland) Regulations 2005	<p>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.</p>	<p>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.</p>
Groundwater Protection Policy for Scotland: Environmental Policy 2004 (as amended)	<p>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.</p>	<p>The implementation of the Mobility Strategy must not result in negative impacts on the ecological status (both quality and quantity) of the water environment.</p>

Cleaner Air for Scotland 2	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 ₁₀
The Air Quality (Scotland) Regulations (2000) The Air Quality (Scotland) Amendment Regulations (2002) and (2016)	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). 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.	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.
The Air Quality Standards (Scotland) Regulations 2010	These Regulations specify the pollutants that require assessment by local authorities in Scotland, the objectives that require to be achieved and expected compliance dates.	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.
National Low Emissions Framework (NLEF) (2019)	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.	The Mobility Strategy's policies and proposals should seek to help reduce the levels of transport-related on greenhouse gas emissions.
Perth Air Quality Management Plan, August 2009 Perth and Kinross Air Quality Management Area (No.1) Order 2006 and Air Quality	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. Both AQMAs (Crieff and Perth) were designated because 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. The Action Plans set out a range of measures that the Council believe are appropriate to achieving the following: A. 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.	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 ₁₀

Management Area (No.2) 2014	<p>B. Contribute to improving the health and wellbeing of the local community by reducing air pollution.</p> <p>C. Enable members of the community, where and when possible, to change their transportation mode to a more sustainable means.</p> <p>D. Integrate air quality into the Council's decision making and relevant plans and strategies</p>	
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CLIMATIC FACTORS

NAME OF PPS	SUMMARY OF MAIN REQUIREMENTS OF PPS	SUMMARY OF RELEVANCE TO THE MOBILITY STRATEGY
The Climate Change (Scotland) Act 2009	Establishes targets for the reduction of greenhouse gas emissions in Scotland – 42% by 2020, and 8% by 2050. 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.	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.
Scotland Climate Change Plan 2018–2032	Scotland Climate Change Plan 2018–2032 <ul style="list-style-type: none"> a. Net zero by 2045 b. Reduce car kilometres by 20% by 2030 	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 & Kinross's, in relation to the transport network, have been identified. This includes car kilometres, modal split, and carbon equivalent emissions.
Climate Change (Emissions Reduction Targets) (Scotland) (Act) (2019)	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.	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.
Update to Scotland's 2018 – 2032 Climate Change Plan (2020)	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: <ul style="list-style-type: none"> a. Phasing out the need for new petrol and diesel cars by 2030, and b. Reducing the use of cars generally, with the number of cars KMs driven to be reduced by 20% by 2030. Other policies include establishing Low Emission Zones (LEZ), decarbonising passenger rail services by 2032, and scheduled flights within Scotland by 2040	The Mobility Strategy should help contribute to the realisation of these emission reduction targets through its policies and proposals.

Switched on Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles (2013)	<p>ets 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>
The Flood Risk Management (Scotland) Act 2009	<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>
River Basin Management Plan for Scotland 2021 – 2027	<p>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> <ol style="list-style-type: none"> a. Action to create healthier and more resilient communities – 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. b. Water supply and wastewater – potential still exists to further reduce the environmental footprint of public water supply and wastewater treatment system processes. c. Sustainable and resilient rural land use and management – 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. d. Removing man-made barriers to fish migration 	<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>
Flood Risk Management Plan – Tay Local Plan District (2021)	<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 because of climate change. The plans are designed to ensure effort to reduce flood risk in Scotland is coordinated.</p> <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> <ol style="list-style-type: none"> a. Collating, analysing, and monitoring data to support climate resilience. b. Flood forecasting. c. Future flood risk management planning. 	<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. Where appropriate, the policies and proposals contained within the Mobility Strategy, and projects</p>

	<ul style="list-style-type: none"> d. Development of guidance to inform flood risk management projects. e. Supporting sustainable flood risk management through the land use planning process. f. Clearance, repair, and maintenance works (roads drainage and existing flood protection schemes or works). g. Natural flood management mapping. h. National surface water mapping. i. Reservoirs and assessment of flood risk from dam failure. j. Scottish Flood Defence Asset Database providing information on existing flood prevention schemes. <p>There is 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>	<p>arising from it, should seek to help deliver the objectives and actions identified for individual PVAs.</p>
<p>Perth and Kinross Climate Change Strategy and Action Plan</p>	<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"> 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 to Covid-19. 4) Enhancing biodiversity to help avoid an ecological emergency. 5) Engaging and empowering children and young people to act on climate change. 6) Empowering our communities and businesses to take climate action in line with the Perth and Kinross Offer. 	<p>Perth & 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>
<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. The 2050 Vision is:</p> <p><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"> 1) Land based businesses working with nature to contribute more to Scotland's prosperity 2) Responsible stewardship of Scotland's natural resources delivering more benefits to Scotland's people 	<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>

	3) Urban and rural communities better connected to the land, with more people enjoying the land and positively influencing land use	
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.
Core Paths Plan	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.
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.

CULTURAL HERITAGE

NAME OF PPS	SUMMARY OF MAIN REQUIREMENTS OF PPS	SUMMARY OF 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	<p>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.</p> <p>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.</p>	
Our Past, Our Future – The Strategy for Scotland's Historic Environment (2023)	<p>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 feedback received as part of that consultation and engagement process was used to shape the final version of the Strategy for publication. 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> <ol style="list-style-type: none"> 1) Delivering the transition to net zero. 2) Empowering resilient and inclusive communities and places. 3) Building a wellbeing economy. 	
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"> 1) Decisions affecting any part of the historic environment should be informed by an inclusive understanding of its breadth and cultural significance. 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. 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 	

	<p>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.</p> <p>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.</p> <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>	
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LANDSCAPE

NAME OF PPS	SUMMARY OF MAIN REQUIREMENTS OF PPS	SUMMARY OF 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	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.	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.
Wildness in Scotland's Countryside. Nature Scot Policy	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. 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	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>Statement No. 02/03</p>	<p>west of the country, the quality of wildness can be found more widely in the countryside, sometimes relatively close to settlements.</p> <p>The aim of the Policy is that '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.' 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>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 "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."</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"> 1. Ensure high quality of design and place. 2. Enhance and protect natural heritage. 3. Use resources wisely. 4. Build in adaptability to change. 	<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>