

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**14 DECEMBER 2021****A NEW REGIONAL TRANSPORT STRATEGY: OPTION IDENTIFICATION****REPORT BY SENIOR STRATEGY OFFICER**

This report updates the Partnership on the development of a new Regional Transport Strategy. The report seeks approval for a revised timescale, a stakeholder update note, draft impact assessment frameworks and submission of Strategic Environmental Assessment scoping report to SEA Gateway. A workshop will be held at the meeting to seek the Partnerships input into identification of options.

1 RECOMMENDATIONS

1.1 That the Partnership:

- (i) approves the amended indicative timescale for developing a new Regional Transport Strategy;
- (ii) approves the 'A New Tactran RTS: Newsletter December 2021' for circulation;
- (iii) approves the submission of the Strategic Environmental Assessment Scoping Report to the SEA Gateway;
- (iv) approves the draft Impact Assessment frameworks; and
- (v) approves the next steps in developing a Regional Transport Strategy.

2 BACKGROUND

- 2.1 Regional Transport Strategies have statutory status, as provided for in the Transport (Scotland) Act 2005 (The Act). The Act places a duty on constituent Councils, Health Boards and other public bodies to perform their functions which relate to, or which are affected by transport, consistently with their respective Regional Transport Strategy. The Act requires that Regional Transport Partnerships (RTPs) keep their strategies under review.
- 2.2 The Partnership meeting of 15 September 2020 approved the preparation of a new Regional Transport Strategy (RTS) (report RTP/20/32 refers).

3 DISCUSSION

Process and indicative timescales

- 3.1 The Partnership meeting of 14 September 2021 (report RTP/21/26 refers) noted the indicative timescales for developing the RTS, this included undertaking public & stakeholder engagement on:
- options in early 2022. The purpose being to understand (i) whether there are options that have not been identified (ii) the public acceptability of options (iii) industry insight into the feasibility of options
 - a draft strategy in summer-autumn 2022
- 3.2 Officers have presented the timescales to the Partnership as being indicative due to the desire to align the process with other ongoing strategic work if/when required such as the review of the TAYplan and Forth Valley Regional Spatial Strategies (RSS's) and STPR2 (report RTP/20/32 refers).
- 3.3 Officers are aware of Transport Scotland's intention to consult on the final report of the second Strategic Transport Projects Review (STPR2) in early 2022. This consultation will be seeking views on the acceptability and feasibility of transport interventions with both key stakeholders and the public. Transport Scotland have also announced the intention to publish a 'Route Map to the 20% reduction in car mileage target' in winter 2021/22. It can be expected that this should inform the option identification process.
- 3.4 Given that the RTS proposed consultation would be asking the same questions, of the same audience, at the same time as the Transport Scotland exercise, this could create confusion for our stakeholders and for our process. Any confusion could be exacerbated given that the RTS would be consulting on interventions for consideration whilst the STPR2 would be consulting on final proposed interventions.
- 3.5 It is therefore proposed that the RTS options consultation stage is delayed until after Transport Scotland have consulted on options contained in STPR2. However, this would then have the consequence that any consultation on this stage of the exercise would need to be delayed until after the local elections on 5th May 2022. While this will inevitably delay the process, there are also advantages to the process if work on strategy development progresses and some elements of the proposed programme are brought forward. For example:
- Public and stakeholder responses on options will be better informed:
 - By extending the amount of engagement with partners and stakeholders on identifying options, which will better define the options, deliverability issues, and the impact assessment processes
 - By bringing forward the 'packaging' of options to present alternative strategies for consultation
 - By bringing forward work on understanding the scale of the task (e.g. the scale of work required to meet national targets on reducing car

- mileage, decarbonisation of transport and air quality etc), including being able to undertake modelling
- By bringing forward the development of a monitoring framework focused around the draft outcomes
- Following the Local Government elections in May, the administrations will be able to be involved in more of the process than the original timescale allowed. As has been noted previously, it is essential for the delivery of any strategy for those tasked with delivery to 'own' the strategy.

3.6 Table 1 below proposes amended indicative timescales for developing the RTS, taking into account the issues identified above.

Table 1: RTS Amended Indicative Timescales		
Stage	Tasks	When
Identify Issues	Main	Completed
Set Objectives and Outcomes	draft and	Completed
Identify options and alternative packages of options.	Identify long list of options	Winter 2021 / Spring 2022
	Identify alternative strategies	
	Understand the scale of intervention required to achieve targets	Summer 2022
	Assessment of options (STAG / People & Place / Modelling)	
Draft Strategy	Develop monitoring framework	Autumn 2022
	Consult public and stakeholders on options	
	Identify preferred strategy	
	Consult on	
	<ul style="list-style-type: none"> • Draft RTS • Draft impact assessment reports 	
Final Strategy	Prepare	
	<ul style="list-style-type: none"> • Final RTS • Final impact assessment reports 	

Main Issues

3.7 Between September 2020 and March 2021, officers developed a Main Issues Report based on discussions with Board members, officers of the Councils and other key stakeholders. Between June and August 2021 public and stakeholder engagement was undertaken.

3.8 Appendix A includes a newsletter to be circulated to stakeholders who participated in the Main Issues engagement. The newsletter includes a summary of the consultation responses and the Main Issues, a summary of the draft objectives and outcomes, and the next steps (subject to the consideration of this meeting on timescales). The Partnership is asked to approve the newsletter and its circulation to stakeholders and those members of the public who asked to be kept informed of strategy progress.

- 3.9 The Main Issues Report and the Storymap are in the process of being updated to reflect the issues raised during the Main Issues engagement.

Draft Outcomes

- 3.10 Officers have worked with Council officers and Board members on refining the draft outcomes approved by the Partnership at its 14 September meeting. These refined outcomes are included at Appendix B. The Partnership is asked to consider and approve these draft outcomes to inform the next stages of the process.
- 3.11 The Partnership will note that in seeking to align outcomes with those priorities included in local strategies (e.g. Local Outcome Improvement Plans / Local Child Poverty Action Plans etc) some co-ordination of monitoring/reporting with the respective Community Planning Partnerships / other partners will be valuable.

Impact Assessments

- 3.12 The Partnership meeting of 16 June 2021 (report RTP/21/15 refers) noted the approach to combine impact assessments processes in terms of assessing the RTS's impact on:
- People – Equality and Human Rights Assessment; Health Inequalities Impact Assessment; Fairer Scotland Duty; Child Rights and Wellbeing Assessment
 - Place – Strategic Environmental Assessment
- 3.13 During the Main Issues engagement, Tactran consulted on the [potential issues of the RTS on people and place](#) to inform the impact assessment frameworks to be developed. The Partnership meeting of 14 September approved draft outcomes to help inform the development of impact assessment frameworks (report RTP/21/26 refers).
- 3.14 Appendix C includes the Strategic Environmental Assessment Scoping Report. The Partnership is asked to approve its submission to the SEA Gateway to enable statutory bodies (SEPA / Historic Environment Scotland / Nature Scotland)
- 3.15 Appendix D includes the draft 'People' Assessment Framework. The Partnership are asked to approve this framework to continue the process of understanding the impact of interventions on people, and in particular the most vulnerable groups.
- 3.16 Transport Scotland are currently consulting on the Impact Assessments for the National Transport Strategy First and Second Delivery Plans (see Directors Report). This work will help inform the RTS impact assessments.

Options Identification

- 3.17 Having identified the main issues shaping strategy development, approved draft objectives and draft outcomes, the next stage of the process is to identify options that can address those outcomes. The Partnership will be asked to participate in a workshop at the Board meeting of 15 December, to inform the process of identifying the range of options that need to be considered with officers and stakeholders, be assessed before public and wider stakeholder engagement.

Next steps

- 3.18 **Impact Assessments:** As part of this process, options will be considered against
- the RTS objectives and outcomes
 - Impact assessment frameworks
 - Transport Scotland's 'Scottish Transport Appraisal Guidance' criteria
 - Mode hierarchy and Investment hierarchy included in the National Transport Strategy
- 3.19 **Identification of policy and intervention options with officers and stakeholder.**
- 3.20 **Understanding the scale of the task:** Commission work to inform the Partnership of the scale of interventions required to achieve the national targets relating to mileage reduction and decarbonisation by the respective target dates.
- 3.21 **Monitoring Framework:** Develop monitoring framework to inform target setting discussions and impact assessments and provide information to inform consultee responses.

4 CONSULTATIONS

- 4.1 This report has been prepared in consultation with the Local Authority transport officers.

5 RESOURCE IMPLICATIONS

- 5.1 Tactran will look to bring in additional resources where possible and it will be important to have assistance from Local Authority officers at critical times throughout the process.

6 EQUALITIES IMPLICATIONS

- 6.1 This report has been screened for any policy implications in respect of Equality Impact Assessment and no major issues have been identified. The process of developing a RTS will include the following impact assessments:

- Equality and Human Rights Impact Assessment
- Fairer Scotland Duty Assessment
- Children's Rights Impact Assessment
- Health Inequalities Impact Assessment

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NOTE

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:

Report to Partnership RTP/15/19, Refresh of Regional Transport Strategy, 16 June 2015

Report to Partnership RTP/20/32, A New Regional Transport Strategy for the Tactran Region, 15 September 2020

Report to Partnership RTP/20/45, A New Regional Transport Strategy: Main Issues Report Update, 15 December 2020

Report to Partnership RTP/21/09, A New Regional Transport Strategy: Main Issues Report and Consultation Strategy, 16 March 2021

Report to Partnership RTP/21/15, A New Regional Transport Strategy: Update, 15 June 2021

Report to Partnership RTP/21/26, A New Regional Transport Strategy: Objective Setting, 14 September

Tactran Regional Transport Strategy 2023 – 2033

Newsletter: December 2021

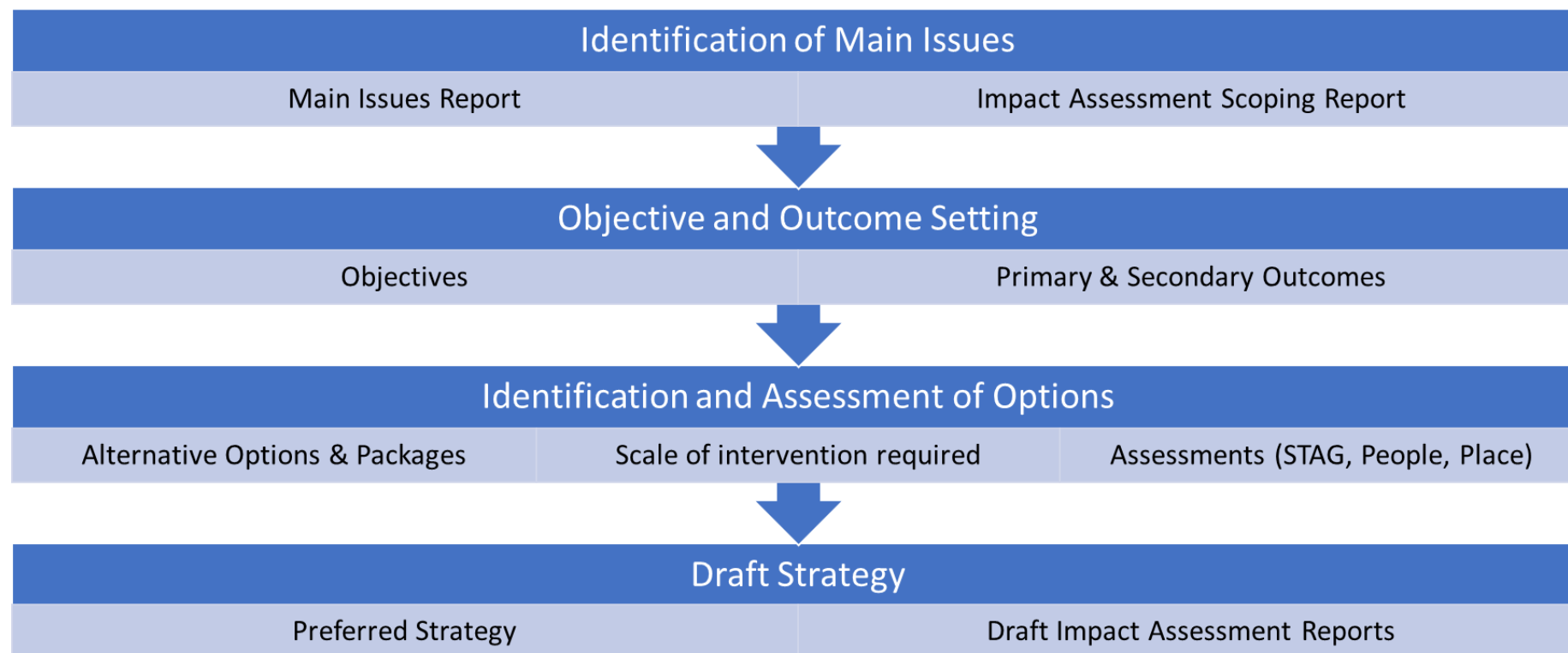
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Tactran is one of seven Regional Transport Partnerships (RTPs) in Scotland, set up under the Transport (Scotland) Act 2005, comprising the council areas of Angus Dundee, Perth and Kinross and Stirling.

A key requirement under the Act is for RTPs to develop a Regional Transport Strategy to provide a strategic framework for transport management and investment for the area. Tactran is in the process of preparing a new Regional Transport Strategy covering 2023 – 2033.

1. Developing a new Regional Transport Strategy

In writing a new Regional Transport Strategy (RTS), we are identifying the issues we need to address, developing objectives, then identifying and assessing options which could support those objectives before then developing a strategy for consultation.



2. Main Issues

In collaboration with our constituent Councils, a Main Issues Report was developed ([PDF](#) / [storymap website](#)) identifying:

- the social, environmental and economic priorities in the region
- the problems, issues and constraints for our transport networks in supporting the social, environmental and economic priorities.

Between June and August 2021 we consulted stakeholders and the public on the Main Issues identified.

Summary of the issues raised by stakeholders and the public

Responses were received from statutory agencies, third sector organisations, and the wider public.

Overall, more than 200 separate comments were received. The below provides a summary of those comments received for each of the consultation questions posed. A [full report of the responses received](#) is available on the Tactran website.

AVAILABILITY AND COST OF TRAVEL (RAISED REPEATEDLY UNDER Q1, Q2, Q3, Q4, Q5, AND Q6)

- There is dissatisfaction with the coverage, quality, frequency and reliability of public transport, particularly in rural areas. Without adequate public transport alternatives, many people feel faced with no alternative but to drive.
- It was felt that public transport is too expensive with inconsistencies between the distance travelled and fare paid, particularly in relation to fares to rural areas, which are often felt to be disproportionately more expensive.
- One of the main problems affecting buses has been amendments, reductions and withdrawal of some commercially provided bus services, particularly in the rural areas of the region. The most recent service withdrawals due to Covid19 were cited.
- It was highlighted that demand responsive transport services do not entirely meet users' needs.
- Problems of integrating modes and the ability of people to travel the 'last mile' were highlighted
- Respondents felt that greater emphasis on the issues faced by those without access to a car or van is required
- Respondents felt that access issues focused on work trips
- Access to key services, especially to healthcare, proves challenging.
- The ability for young and at risk groups to access to jobs, training and services is a concern.
- The difficulties for tourism workers to access work was highlighted

- The lack of transport on social inclusion creates vicious circles
- Respondents suggested scope for additional bus-based Park and Ride locations on the periphery of cities and towns alongside a reduction of on- and off-street car parking in the centres.

CROSS BOUNDARY TRAVEL INTO AND THROUGH THE REGION (RAISED REPEATEDLY UNDER Q1, Q2, Q3, Q4, Q5, AND Q6)

- The absence of local stopping services connecting to the main lines was identified as a problem.
- The lack of integration between rail and bus service timings was identified as a problem.
- With both the Cairngorms and Loch Lomond and the Trossachs National Parks the region is a leading destination in the world for international travel, attracting around two and four million visitors each year respectively. Growing tourism has placed increasing pressure on the rural transport infrastructure across the region.
- Businesses and individuals efficient and reliable journey times through the Tactran region to the central belt and beyond
- The need for rest and welfare facilities for hauliers was raised

THE ABILITY OF PEOPLE WITH MOBILITY DIFFICULTIES TO USE THE TRANSPORT NETWORKS (RAISED REPEATEDLY UNDER Q1, Q2, Q4, AND Q6)

- Responses highlighted the increasingly ageing population and considerable high levels of individuals with complex health needs – including those with hidden mobility difficulties - as a challenge.

CENTRALISATION OF SERVICES; REDUCING THE NEED TO TRAVEL AND 20MIN NEIGHBOURHOODS (RAISED REPEATEDLY UNDER Q3, Q4, Q5, AND Q6)

- There is an ongoing need for integration between new developments and public transport services to ensure people can access them without using a car. Affordable housing, in particular, has to be located in areas with adequate public transport, cycling and walking links.
- New development should be located to enable active travel, and also be used to join up walking and cycling networks.
- Increasing number of domestic deliveries in residential areas. Are there more sustainable alternatives?
- Due to the rural nature of much of the region, many people are a long way from services, such as healthcare.

GREATER EMPHASIS ON CLIMATE CHANGE (RAISED REPEATEDLY UNDER Q1, Q2, Q3, Q4, Q5, AND Q6)

- Climate change will impact on the region via disruptive events like flooding, landslides, drought, and heatwaves. Mitigation measures are therefore required.
- Respondents highlighted the urgent requirement for transport strategies to act on climate change.

UNCERTAINTIES OF FUTURE DEMANDS (RAISED REPEATEDLY UNDER Q5, AND Q6)

- Technology has advanced at a rapid pace and become integrated in our daily lives. Technology has made it possible to work from home, or across offices and locations. As technology develops, working practices may have a significant effect on not only the way that we travel, but also the need to travel.
- Respondents identified the requirement to take account of emerging technologies to ensure that the Regional Transport Strategy plan appropriately for the people who live and work within the Tactran area. In this context, there is a potential need for the RTS to respond to technological change, which may include connected automated vehicles (CAVs), new alternative and clean fuel sources, smart phone integrated ticketing and legislative change.
- As our means of travel change, transport strategies need to be aligned with digital and energy strategies
- Recognise that priorities that we identify now may change, for example as climate issues become more acute
- The Covid-19 pandemic may have shifted the way in which people work and travel. This may impact on the sustainability of our bus networks, and have consequences for school transport provision
- The pandemic has accelerated the growth in home deliveries (which has significantly increased the 'pallet' network)
- Respondents questioned whether our transport networks for autonomous and low emission vehicles?
- Are there opportunities for the region to be a 'test bed' for transport solutions to support/encourage businesses

IMPACT OF TRAFFIC GREATER EMPHASIS ON CLIMATE CHANGE (RAISED REPEATEDLY UNDER Q1, Q2 AND Q3)

- The traffic generated by increasing number of cultural and sporting events impacts on the region
- There are increasing pressure on rural roads and at popular locations from tourism
- Trunk and strategic road traffic creates quality of life and health issues (severance, noise, air quality) for communities
- Does the dualling of the A9 have the potential to be a generator of trips?

- There is a need to promote sustainable and equitable access into and around the Loch Lomond and the Trossachs National Park

OTHER COMMENTS (RAISED UNDER Q6)

- placemaking enhances the assets that are our towns.
- the role of the RTS to support and inform land use planning

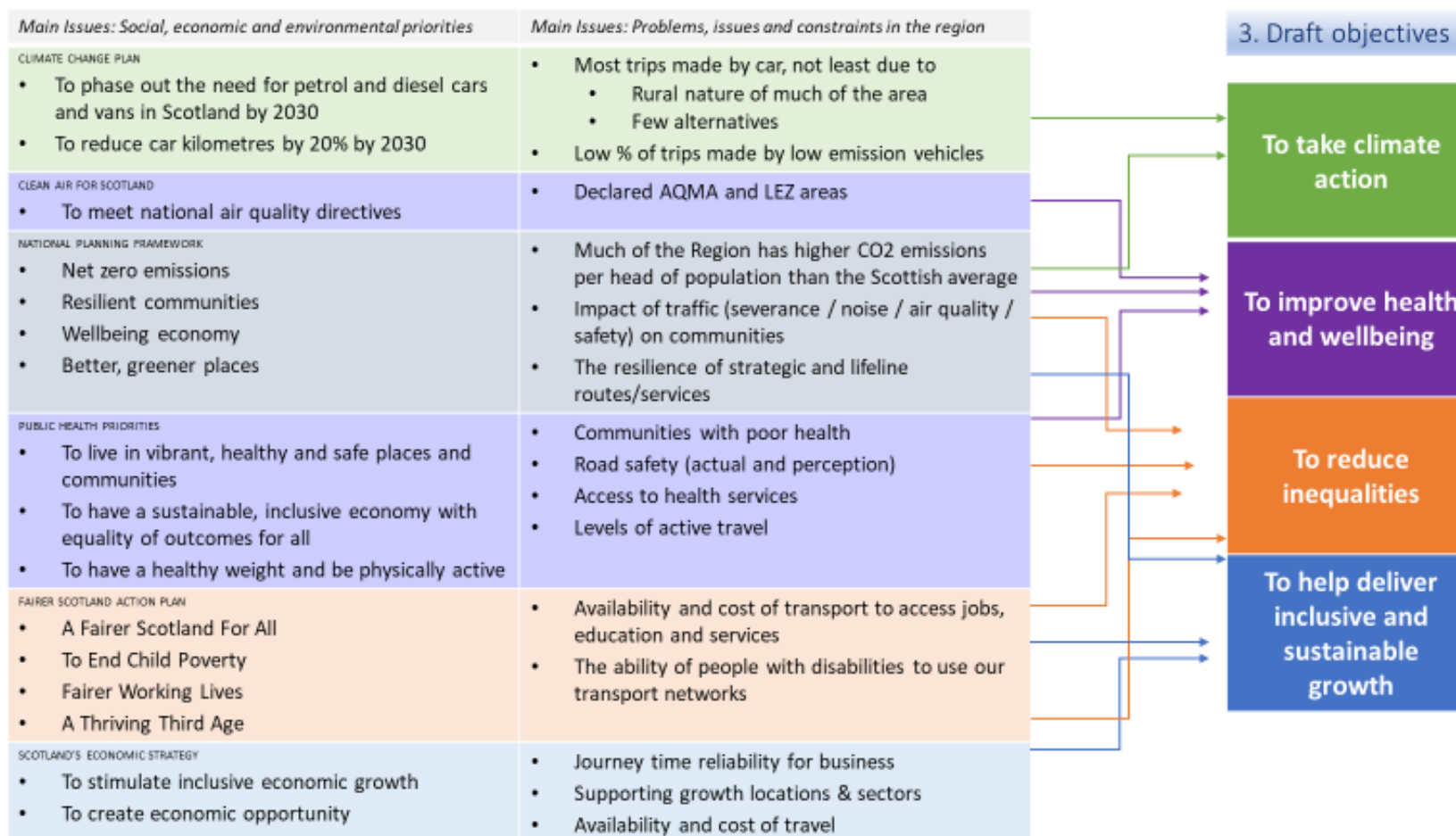
The responses were considered by the Tactran Board and the Main Issues Report will be revised to reflect issues not already covered in the consultation draft of the MIR.

Whilst it is difficult to summarise all the issues within a single table, Fig 1 seeks to summarise the key social, environmental and economic priorities and the problems, issues and constraints for our transport networks in supporting these priorities. The [report to the Tactran Board in September](#) includes a more detailed version of this table.

Fig 1: Summary of Main Issues	
<i>Main Issues: Social, economic and environmental priorities</i>	<i>Main Issues: Problems, issues and constraints in the region</i>
<p>CLIMATE CHANGE PLAN</p> <ul style="list-style-type: none"> To phase out the need for petrol and diesel cars and vans in Scotland by 2030 To reduce car kilometres by 20% by 2030 	<ul style="list-style-type: none"> Most trips made by car, not least due to <ul style="list-style-type: none"> Rural nature of much of the area Few alternatives Low % of trips made by low emission vehicles
<p>CLEAN AIR FOR SCOTLAND</p> <ul style="list-style-type: none"> To meet national air quality directives 	<ul style="list-style-type: none"> Declared AQMA and LEZ areas
<p>NATIONAL PLANNING FRAMEWORK</p> <ul style="list-style-type: none"> Net zero emissions Resilient communities Wellbeing economy Better, greener places 	<ul style="list-style-type: none"> Much of the Region has higher CO₂ emissions per head of population than the Scottish average Impact of traffic (severance / noise / air quality / safety) on communities The resilience of strategic and lifeline routes/services
<p>PUBLIC HEALTH PRIORITIES</p> <ul style="list-style-type: none"> To live in vibrant, healthy and safe places and communities To have a sustainable, inclusive economy with equality of outcomes for all To have a healthy weight and be physically active 	<ul style="list-style-type: none"> Communities with poor health Road safety (actual and perception) Ability to access to health services Levels of active travel
<p>FAIRER SCOTLAND ACTION PLAN</p> <ul style="list-style-type: none"> A Fairer Scotland For All To End Child Poverty Fairer Working Lives A Thriving Third Age 	<ul style="list-style-type: none"> Availability and cost of transport to access jobs, education and services The ability of people with disabilities to use our transport networks
<p>SCOTLAND'S ECONOMIC STRATEGY</p> <ul style="list-style-type: none"> To stimulate inclusive economic growth To create economic opportunity 	<ul style="list-style-type: none"> The importance of journey time reliability for business The need to support the Region's growth locations & sectors Availability and cost of travel to access jobs, training and education

3. Setting Draft Objectives and Outcomes

Considering the main issues, we identified four overarching draft objectives that the RTS will seek to support. These objectives mirror the four priorities guiding Scotland's second National Transport Strategy.



In referring back to the issues across the region, we then identified a set of draft outcomes to help focus attention on where the RTS needs to have the greatest impact.

Appendix A

Objectives (draft)	Primary Outcomes (draft)
To take climate action	Reduced greenhouse gas emissions
	Modal shift to more sustainable modes of travel
	Reduced car mileage
	Ensure our transport networks are resilient
To improve health and wellbeing	Reduced fatalities and injuries
	Improved air quality
	Improved ability for older people and disadvantaged communities to access healthcare
	Improved ability for the most vulnerable to access social activities
	Increased levels of physical activity
To reduce inequalities	Improved ability for young people, and disadvantaged & rural communities to access jobs, education and services
To help deliver sustainable, inclusive economic growth	Reliable inter and intra-regional journey times
	Improved ability for young and disadvantaged communities to access jobs, education and training

We will continue to work on the outcomes, to continue to refine where action will have the biggest impact against the objectives.

4. Next Steps (to be updated following 14th December Partnership meeting)

Option Identification and Consultation: Having identified main issues, draft objectives and draft outcomes, the next stage of the work will be to identify a long list of options that could help address the outcomes. We will develop this long list with the constituent councils, before undertaking a second public engagement exercise to seek your views on the options being considered.

Option Appraisal: To understand the impact of the options, we are developing appraisal frameworks focused on the impact of interventions on People and Place. These appraisal frameworks will incorporate the requirements of the Strategic Environmental Appraisal, the Child Rights and Well Being Impact Appraisal, the Equality and Human Rights Impact Appraisal, the Health Inequalities Impact Appraisal and the Fairer Scotland Duty.

Draft Strategy: having considered your views on options and undertaken a proportionate appraisal of these options we hope to be able to consult on a draft strategy and impact assessment reports late 2022.

For further detail on progress and next steps on developing a new Regional Transport Strategy, please refer to the reports submitted to the [Tactran Partnership Board meetings](#).

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Refined Draft Objectives and Outcomes

Objectives (draft)	Primary Outcomes (draft)
To take climate action	Reduced greenhouse gas emissions
	Modal shift to more sustainable modes of travel
	Reduced car mileage
	NEW: Ensure our transport networks are resilient
To improve health and wellbeing	Reduced fatalities and injuries
	AMENDED Reduce the impact of traffic on communities (<i>formerly air quality only</i>)
	AMENDED: Improved ability for older people and disadvantaged communities to access healthcare
	NEW: Improved ability for the most vulnerable to access social activities
	AMENDED: Increased levels of physical activity (<i>formerly 'active travel'</i>)
To reduce inequalities	AMENDED: Improved ability for young people, and disadvantaged & rural communities to access jobs, education and services
AMENDED: To help deliver <u>sustainable</u> , inclusive economic growth	Reliable inter and intra-regional journey times
	Improved ability for young and disadvantaged communities to access jobs, education and training

To take climate action	
Primary Outcome (draft)	Secondary Outcome (draft)
1.1 Reduced greenhouse gas emissions	AMENDED: 1.1.1 Increase the share of EV and low emission vehicle use
	AMENDED 1.1.2 Reduce estimated CO ₂ emissions from transport in the region
1.2 Modal shift to more sustainable modes of travel	NEW: 1.2.1 Reduce need to travel by car by reducing number and/or the length of trips
	AMENDED: 1.2.2 Personal travel: Increase the share of trips made by sustainable modes such as walking, cycling and public transport (formerly 'personal mode share')
	AMENDED: 1.2.3 Reducing freight mileage by road (formerly 'mode share')
1.3 Reduced car mile-age	1.3.1 Reducing the number and/or length of trips contributing to car mileage / CO ₂ emissions (formerly no definition)
NEW: 1.4 Ensure our transport networks are resilient	NEW: 1.4.1 Ensure strategic and lifeline routes (& services) are resilient to climate change and emergencies

To improve health and wellbeing	
Primary Outcome (draft)	Secondary Outcome (draft)
2.1 Reduced fatalities and injuries	AMENDED: 2.1.1 Improve road safety for vulnerable users (pedestrians, cyclists, children and elderly)
AMENDED 2.2 Reduce the impact of traffic on communities <i>(expanded to include 2.2.2)</i>	2.2.1 AMENDED Reduce transport emissions in declared air quality management areas
	2.2.2 Reduce the impact of traffic on communities on strategic routes <i>(formerly under 2.1)</i>
AMENDED 2.3 Improved ability for older people and disadvantaged communities to access healthcare	2.3.1 improve the ability of over 65s to access healthcare (Primary health care /Hospitals)
	<i>See 3.1.2b Ability of all in the lowest SIMD datazones (health domain) targeted by the respective Council to access healthcare</i>
	<i>See 3.1.4b Ability of rural communities to access healthcare</i>
NEW: 2.4 Improved ability for the most vulnerable to access social activities	2.4.1 Ability of older people and those in lowest SIMD datazones (health domain) targeted by the respective Council to access social activities
AMENDED: 2.5 Increased levels of physical activity	AMENDED: 2.5.1 Levels of walking and cycling in the lowest SIMD datazones (health domain) targeted by the respective Council <i>(formerly lowest 20% SIMD datazones)</i>
	NEW: 2.5.2 Improved ability to access active leisure facilities and green space

To reduce inequalities

Primary Outcome (draft)	Secondary Outcome (draft)
<p>AMENDED 3.1 Improved ability for young people, and disadvantaged and rural communities to access jobs, education and services</p>	<p>3.1.1 Improve ability of 16-24 year olds to access jobs and further education</p>
	<p>AMENDED: 3.1.2 Improve ability of all in the lowest SIMD datazones (all domains) targeted by the respective Council to access jobs, education and services <i>(formerly lowest 20% SIMD datazones)</i></p>
	<p>AMENDED: 3.1.3 Improve ability of families targeted in local child poverty action plans to access jobs, education and services <i>(formerly young parents in lowest 20% SIMD datazones)</i></p>
	<p>3.1.4 Improve ability of rural communities to access jobs, education and services</p>
	<p>AMENDED: 3.1.5 Ability of people with disabilities to access jobs, education and services <i>(formerly 'mobility difficulties')</i></p>
	<p>AMENDED: 3.1.6 The safety and security of vulnerable and protected characteristic groups walking / on public transport</p>

To help deliver sustainable & inclusive economic growth

Primary Outcome (draft)	Secondary Outcome (draft)
<p>4.1 Reliable inter and intra-regional journey times</p>	<p>AMENDED: 4.1.1 Improve journey times and journey time reliability on strategic road and rail routes for public transport to key destinations (<i>e.g. major centres and economic locations</i>)</p>
	<p>AMENDED: 4.1.2 Improve journey time reliability for freight to key destinations (<i>e.g. major centres and economic locations / air and sea ports</i>)</p> <p><i>Formerly one outcome which suggested we wanted to improve journey times for all vehicles</i></p>
<p>AMENDED: 3.1 Improved ability for young people, and disadvantaged and rural communities to access jobs, education and training</p>	<p><i>See 3.1.1 Improve ability of 16-24 year olds to access jobs and further education</i></p>
	<p><i>See 3.1.2 Improve ability of all in the lowest SIMD datazones (all domains) targeted by the respective Council to access jobs and further education</i></p>
	<p><i>See 3.1.3 Improve ability of families targeted in local child poverty action plans to access jobs and further education</i></p>
	<p><i>See 3.1.4b Improve ability of working age population in rural communities to access jobs and further education</i></p>

Notes:

- (i) Each objective / outcome should be seen within the context of the overall strategy. The measures identified to help address any one objective or outcome are unlikely to not also apply to other objectives or outcomes.
- (ii) The ability to access jobs, education and services (including healthcare) is a factor of 3 of the 4 objectives. Accordingly there are a number of secondary outcomes under each objective referring to the ability to access jobs, services and education. Recognising that these secondary outcomes are repetitions, or subsets, of each other, they have only been numbered once, and 'greyed out' when they are repeated.
- (iii) The purpose of identifying outcomes is to be specific about where the priorities for investment could make the biggest impact against the objectives. The outcomes will therefore be supported by appendices detailing communities / groups / locations / routes where action is likely to have the biggest impact
- (iv) Work will continue with Community Planning Partnership partners to ensure the definition of outcomes (wording and identification of target populations) aligns with other CPP plans.

Strategic Environmental Assessment – Scoping Phase Tayside and Central Transport Partnership: Regional Transport Strategy 2023 – 2033

This report sets out the Strategic Environmental Assessment (SEA) scoping of the emerging Tayside and Central Regional Transport Strategy against a current evidence base. It will be augmented by a comprehensive Integrated People Impact Assessment (IIA) integrating the Equalities and Fairer Scotland Duty Impact Assessment¹ (EqIA), Children’s Rights and Wellbeing Impact Assessment (CRWIA), and Health Inequality Impact Assessment (HIIA).

During the identification of the main issues pertinent to the region, TACTRAN consulted on issues to be scoped into both the respective peoples and place assessments.

The development of the emerging RTS must follow the principles of Scottish Transport Appraisal Guidance (STAG) and there is a requirement to appraise each option identified in line with the requirements of STAG to identify their impacts against both the RTS objectives and the STAG criteria. Both the SEA and the IIA will inform this appraisal.

SCOPING REPORT (29 November 2021)

1. Introduction

The Environmental Assessment (Scotland) Act 2005 requires the preparation of a Strategic Environmental Assessment (SEA) for a wide range of plans, programmes and strategies (PPS), with a view to:

- Provide a high level of protection for the environment;
- Integrate environmental considerations into the preparation and adoption of plans;
- Promote sustainable development; and
- Increase public participation in environmental decision-making.

The key stages of the SEA process are:

- Screening – determining whether the plan, programme or strategy (PPS) is likely to have significant environmental effects and whether SEA is required²;
- Scoping – deciding on the scope and level of detail to be included in the Environmental Report and determining the required consultation period;
- Environmental Report – publishing and consulting upon an Environmental Report on the plan and its anticipated environmental effects;

¹ Comprising the Human Rights and Equalities Impact Assessment as well as the Fairer Scotland Duty.

² It was agreed prior to this that a SEA would be necessary, so the SEA process went straight to scoping and skipped the screening stage.

Appendix C

- Adoption – providing information on the adopted plan, including how consultation outcomes have been taken into account, and identifying a monitoring framework; and
- Monitoring – monitoring significant environmental effects and taking appropriate remedial action for any unforeseen significant environmental effects.

Following the decision to proceed with an SEA, there are 5 key stages to the SEA process. These are as follows:

1. Set context and objectives, establish baseline and scope;
2. Developing and refining alternatives and assessing effects;
3. Preparing the environmental report;
4. Consulting on the draft plan and the environmental report; and
5. Monitoring implementation of the plan

In line with legislation, Tactran's Strategic Environmental Assessment of RTS3 will consider the following environmental themes:

- Biodiversity, Fauna and Flora;
- Population and Human Health;
- Soil;
- Water;
- Air Quality;
- Climatic Factors;
- Material assets;
- Cultural heritage; and
- Landscape.

Carrying out the SEA has been a key part in the development of the draft RTS3. The SEA will be progressed simultaneously with the draft RTS3.

This document comprises the Scoping Report for Tactran's Regional Transport Strategy 2023 – 2033 (RTS3), in accordance with the Environmental Assessment (Scotland) Act 2005. This report, subsequently, seeks to provide the relevant information to enable the respective SEA Consultation Authorities to review the proposed scope, methodology, consultation arrangements and level of detail required in undertaking a proportionate and robust SEA of TACTRAN's emerging RTS3.

2. TACTRAN's Regional Transport Strategy 2023 - 2033

The Transport (Act) 2005 places a duty on Regional Transport Partnerships to draw up a strategy for transport in their region. The Act calls for the strategy to make provision for the following matters:

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- i. The respects in which transport in the region needs to be provided, developed or improved having regard to, among other things:
 - Future needs including those occasioned by demographic and land use changes.
 - What can be done, taking account of cost, funding and practicability.
- ii. Meeting the needs of all inhabited places, in particular, those which the Partnership considers different from the remainder of the region by reason of their remoteness or the sparsity of their populations.
- iii. Meeting the need for efficient transport links between heavily populated places
- iv. How transport in the region will be provided, developed, improved and operated so as:
 - to enhance social and economic well-being.
 - to promote public safety, including road safety and the safety of users of public transport.
 - to be consistent with the principle of sustainable development and to conserve and enhance the environment.
 - to promote social inclusion.
 - to encourage equal opportunities and, in particular, the observance of the equal opportunities' requirements.
 - to facilitate access to hospitals, clinics, surgeries and other places where a health service is provided.
 - to integrate with transport elsewhere.

The TACTRAN Regional Transport Strategy 2023 – 2033 sets out the Partnership's aims and objectives for transport in the region (the local authority areas of Angus, Dundee, Perth and Kinross, and Stirling) in support of Scotland's Second National Transport Strategy (NTS2) to provide a sustainable, inclusive, safe and accessible transport system that helps to deliver a healthier, fairer and more prosperous Scotland, taking into account the specific challenges and opportunities pertinent to the region. In addition, the emerging document identifies a concluding set of actions for implementation during the RTS 2023 – 2033 period, including their funding requirements and prioritisation.

Key facts relating to the emerging RTS3 are set out in Table 2.1 below:

Name of Authority	Tayside and Central Scotland Transport Partnership (TACTRAN)
Title of PPS	TACTRAN Regional Transport Strategy 2023 - 2033
What prompted the PPS	Under Transport (Scotland) Act 2005 Regional Transport Partnerships are statutorily required to develop, implement and keep up to date a Regional Transport Strategy, setting out how the Partnership will

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	<p>deliver against the aims and objectives of NTS2 at regional level.</p> <p>Tactran committed to reviewing the RTS following the adoption of NTS2 in February 2020.</p> <p>The emerging RTS also needs to support the implementation of both the Tay Cities and Stirling and Clackmannanshire City Region Deals.</p>
Subject	Transportation
Period covered by PPS	2023 - 2033
Frequency of updates	The current RTS 2015 – 2036 was refreshed in 2015
Area covered by PPS	Angus, Dundee, Perth and Kinross and, Stirling Council areas

A Regional Transport Strategy, as prepared by a Regional Transport Partnership, is expected to conform to Scotland’s National Transport Strategy and, should identify policies and actions to be delivered and implemented regionally to meet the Scottish Government’s shared vision for transport in Scotland, as articulated in NTS2.

In addition, the RTS3 will inform and influence subsequent local strategies and action plans to be delivered by the Local Authorities and its partners, such as Local Transport Strategies and complimentary Strategies.

Tactran’s Regional Transport Strategy 2023 – 2033 is supported by four objectives as shown in Table 2.2:

1. Reducing inequalities	Improved ability for young people, and disadvantaged and rural communities to access jobs, education and services
2. Taking climate action	Reduced greenhouse gas emissions
	Modal shift to more sustainable modes of travel
	Reduced car mileage
	Ensure our transport networks are resilient
3. Helping deliver sustainable, inclusive economic growth	Reliable inter and intra-regional journey times
	Improved ability for young and disadvantaged communities to access jobs, education and training
4. Improving health and wellbeing	Reduced fatalities and injuries
	Reduce the impact of traffic on communities
	Improved ability for older people and disadvantaged communities to access healthcare

	Improved ability for the most vulnerable to access social activities
	Increased levels of active travel

3. Environmental Context

3.1. Other Policies, Plans, Programmes and Sustainability Objectives

There are a number of plans, programmes, strategies and environmental protection objectives at international, national, regional and local level that set the wider policy context of the emerging RTS. These are listed in Table 3.1 below, with a more detailed analysis of the implications of each of these on the emerging RTS included in Appendix A, along with an identification of any constraints and/or targets that these impose on the emerging strategy.

Table 3.1 Relevant Environmental Policies, Plans and Programmes	
Plans, programmes, strategies, or environmental protection objectives at international level	
1	Kyoto Protocol to the United Nations Framework Convention on Climate Change (1992)
2	European Habitats Directive (92/43/EEC)
3	United Nations Framework Convention on Climate Change (1994)
4	UNECE (United Nations Economic Commission for Europe) Gothenburg Protocol to Abate Acidification, Eutrophication and Ground-Level Ozone (1999)
5	European Emissions Standards for Vehicles
6	WHO Air Quality Guidelines (2005)
7	European Ambient Air Quality Directive (2008/50/EC)
8	European Wild Birds Directive (2009/147/EC)
9	European Environmental Noise Directive (2000/14/EC)
10	Water Framework Directive (2000/60/EC)
11	European Biodiversity Strategy (2011)
12	EU White Paper, Roadmap to a Single European Transport Area – Towards a Competitive and Resource Efficient Transport System (2011)
13	United Nations Framework on Climate Change COP21 (2015) – Paris Agreement
14	National Emission Ceilings Directive (2016/2284/EU)
15	WHO Global Action Plan on Physical Activity - More Active People for a Healthier World (2018)
16	United Nations Framework on Climate Change COP26 (2021) – Glasgow Agreement
Plans, programmes, strategies, or environmental protection objectives at national level	
1	Wildlife and Countryside Act 1981 (as amended)
2	Conservation (Natural Habitats, &c.) Regulations 1994
3	Planning (Listed Buildings and Conservation Areas) Act (1997)
4	Air Quality (Scotland) Regulations (2000)

Table 3.1 Relevant Environmental Policies, Plans and Programmes	
5	Air Quality (Scotland) Amendment Regulations (2002)
6	Water Environment and Water Services (Scotland) Act (2003)
7	Nature Conservation (Scotland) Act (2004)
8	Groundwater Protection Policy for Scotland: Environmental Policy 2004 (as amended)
9	Water Environment (Controlled Activities) (Scotland) Regulations (2005)
10	Choosing our Future: Scotland's Sustainable Development Strategy (2005)
11	Scottish Landscape Forum – Scotland's Living Landscapes. Report to Scottish Ministers (2007)
12	All Our Futures. Planning for a Scotland with an Ageing Population (2007)
13	Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007)
14	Scotland's Strategic Transport Projects Review (STPR ³) (2008)
15	Scottish Soil Framework (2009)
16	Our Seas - A Shared Resource High Level Marine Objectives (2009)
17	Making the Links: Greenspace for a More Successful and Sustainable Scotland (2009)
18	Flood Risk Management (Scotland) Act (2009)
19	Scotland's Road Safety Framework to 2020 (2009)
20	Climate Change (Scotland) Act (2009)
21	Scotland's Zero Waste Plan (2010)
22	Marine (Scotland) Act (2010)
23	Designing Streets (2010)
24	Preventing Overweight and Obesity in Scotland: A Route Map Towards Healthy Weight (2010)
25	Air Quality Standards (Scotland) Regulations (2010)
26	Green Infrastructure: Design and Placemaking (2011)
27	Better Places for People and Nature (2012)
28	Creating Places: A Policy Statement on Architecture and Place for Scotland
29	Switched On Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles (2013)
30	Scottish Planning Policy (SPP) (2014)
31	Our Place in Time – Historic Environment Strategy for Scotland (2014)
32	Let's Get Scotland Walking - National Walking Strategy (2014)
33	National Planning Framework for Scotland 3 (NPF3 ⁴) (2014)
34	A Long-Term Vision for Active Travel in Scotland 2030 (2014)
35	Scottish Biodiversity Strategy (2015)
36	Scotland's Economic Strategy (2015)
37	Air Quality (Scotland) Amendment Regulations (2016)
38	Going Further: Scotland's Accessible Travel Framework (2016)
39	Scotland Route Study (2016)

³ Scotland's Strategic Transport Projects Review 2 (STPR2) is currently being prepared by the Scottish Government. STPR2 is due to be published in 2022.

⁴ The Fourth National Planning Framework for Scotland (NPF4) is currently being prepared by the Scottish Government. NPF4 is due to be published in 2022.

Table 3.1 Relevant Environmental Policies, Plans and Programmes	
40	Cycling Action Plan for Scotland 3 (2017-2020)
41	Clean Growth Strategy: Leading the Way to a Low Carbon Future (2017)
42	Scotland's 2018-2032 Climate Change Plan (2018)
43	A More Active Scotland – Scotland's Physical Activity Delivery Plan (2018)
44	National Low Emission Framework (NLEF) (2019)
45	Conservation (Natural Habitats, &c.) (EU Exit) (Scotland) (Amendment) Regulations (2019)
46	Climate Change (Emissions Reduction Targets) (Scotland) Act (2019)
47	A Fairer Scotland for Older People: A Framework for Action (2019)
48	Transport (Scotland) Act (2019)
49	Scottish Government / COSLA - The Place Principle (2019)
50	Update to Scotland's 2018-2032 Climate Change Plan (2020)
51	Scotland's National Transport Strategy 2 (2020)
52	Connected & Autonomous Vehicles (CAVs) – A CAV Roadmap for Scotland (2020)
53	Scottish Government: The Big Climate Conversation - Findings from a Programme of Public Engagement on Climate Change (2020)
54	Scottish Government Infrastructure Investment Plan (IIP) 2021/22 to 2025/26
55	Cleaner Air for Scotland 2 – The Road to a Healthier Future (CAFS 2) (2021)
56	A Scotland for the Future: Opportunities and Challenges of Scotland's Changing Population
Plans, programmes, strategies, or environmental protection objectives at regional level	
1	Tay Cities Region Economic Strategy
2	Tay Cities Region Deal (CRD)
3	Clackmannanshire and Stirling Cities Region Deal
4	TAYplan Strategic Development Plan
5	Angus Local Development Plan
6	Dundee Local Development Plan
7	Perth and Kinross Local Development Plan
8	Stirling Local Development Plan
9	Ensuring a Choice in Access to New Development – Stirling's Supplementary Planning Guidance
10	Tactran Regional Transport Strategy 2015-2036
11	Angus Local Transport Strategy
12	Dundee Local Transport Strategy
13	Stirling Local Transport Strategy
14	Tactran Regional Electric Vehicles (EV) Strategy
15	Tactran Regional Bus Information Strategy
16	Tactran Bus Strategy and Action Plan
17	Tactran Transport Carbon Assessment (Parts I and II)
18	Tactran Park and Ride Strategy
19	Stirling Parking Policy
20	Tactran Travel Information Strategy
21	Tactran Walking and Cycling Strategy

Table 3.1 Relevant Environmental Policies, Plans and Programmes	
22	Angus Active Travel Strategy
23	Dundee Cycling Strategy
24	Stirling Active Travel Action Plan
25	Stirling Road Safety Plan
26	Stirling Towns, Villages and Rural Areas Transport Plan
27	Angus Core Paths Plan
28	Dundee Core Paths Plan
29	Perth and Kinross Core Paths Plan
30	Stirling Core Paths Plan

Following analysis of these various plans, policies, strategies and environmental protection objectives, it is clear that the emerging RTS 2023 - 2033 should:

- Seek to reduce inequalities and social exclusion
- Seek to improve road safety
- Improve the accessibility to the transport network, improving access to services and opportunities, ensuring residents benefit from a range of transport modes appropriate to their needs;
- Support sustainable development, including the development of a low carbon society;
- Reduce the emissions of carbon and greenhouse gases
- Suggest ways that the transport network should become more resilient to and able to adapt to the effects of climate change;
- Minimise the impact of transport on biodiversity, particularly on European-protected sites and species;
- Seek to improve air quality, in particular with regards to the three declared Air Quality Management Areas (AQMs) in Crieff, Dundee and Perth;
- Ensure transport does not contribute to a further deterioration in noise quality in protected areas;
- Encourage measures that reduce the need to travel;
- Encourage densification of developments along public transport corridors and, around existing and proposed public transport stations and interchanges
- Ensure that conditions are in place to allow a widespread uptake of active and sustainable modes of transport, including walking, cycling, public transport, car sharing and the adoption of cleaner fuel vehicles, and promote the use of such modes to the people across the region;
- Seek to minimise the impacts of transport on the historic environment;
- Look to improve journey times and connectivity to, from and within the region by all modes of transport, enabling the efficient movement of freight throughout the region; and
- Support sustainable economic growth.

3.2. Relevant Current Environmental Context

The Environmental Assessment (Scotland) Act 2005 requires an outline of “the relevant aspects of the current state of the environment and the likely evolution thereof without the implementation of the Plan or Programme”, and “the environmental characteristics of areas likely to be significantly affected” as this will provide the relevant environmental context within which the emerging RTS will operate, as well as the aims and objectives this context imposes on the Tayside and Central Regional Transport Strategy 2023 - 2033.

The detailed analysis of the baseline environmental data is presented in Appendix B.

Key points to note are:

- There is the potential for habitat fragmentation resulting from roads and rail-lines;
- Carbon dioxide (CO₂) emissions are fluctuating year on year despite the Scottish Government’s reduction targets. Transport, however, remains a significant contributor to CO₂ emissions;
 - Angus’ Carbon Footprint in 2017 was 5.6 tonnes CO₂/capita. This compared to the Scottish average of 5.2 tonnes CO₂/capita. Dundee’s Carbon Footprint was 4.5 tonnes CO₂/capita, Perth and Kinross’ Carbon Footprint was 6.1 tonnes CO₂/capita and Stirling’s Carbon Footprint was 5.5 tonnes CO₂/capita Transportation respectively. Transport was a significant contributor;
- There is a need for the transport network to become more resilient to, and able to adapt to the effects of, climate change;
- Parts of the region suffer from poor air quality. Three Air Quality Management Areas (AQMAs) have been declared in Crieff, Dundee and Perth, where regular exceedances of the annual mean limit value for nitrogen dioxide (NO₂) and particulate matter (PM₁₀) occur. While buses and HGVs contribute most to NO₂ emissions, cars and taxis contribute most to PM₁₀;
- Water quality in the Tactran region is generally moderate, with, on average, quality of rivers being also classed as ‘moderate’;
- The Tactran region has a considerable network of sites important for biodiversity, cultural heritage and landscape which must be protected and, where possible, enhanced;
- Life expectancy is increasing across the region. An ageing population raises implications for maintaining mobility and accessibility into old age;
- The population of the region is projected to increase, putting increasing pressure on transport networks;
- Car ownership as well as car mileage across the region is increasing continuously, exacerbating pressure on the network and contributing to poor health in terms of pollution, air quality, noise and physical inactivity;

- Public road lengths have remained static in recent years despite the growing population and rising car ownership, thus contributing to congestion; and
- There have been limited improvements to public transport infrastructure, although this is forecast to change over the period of the emerging RTS.

The above, therefore, forms the context and baseline within which the Tayside and Central Regional Transport Strategy is being developed to address the issues pertinent to the region that are predominantly due to the distinctive urban-rural split and geography with geographic features presenting a barrier to movements of both people and goods.

The analysis of the baseline information indicates that the emerging RTS is likely to have more significant environmental effects on certain areas than others. This is due to the sensitivity of those areas in terms of international, national and local designation. Although other areas may not be designated the effects on those sites from the strategy could be cumulative. Appendix C contains information relating to the type and number of sites which are likely to be significantly affected.

3.3. Environmental problems, likely evolution of the environment without the emerging RTS and the possible role of the RTS in addressing those

The SEA Scoping Report is required to identify the environmental issues, trends or problems in the Tactran area, the likely evolution of the environment without the emerging RTS, and the potential role of Tactran's new Regional Transport Strategy in addressing these. Environmental problems were identified through the above analysis of baseline data. The strategic environmental themes relevant to the emerging RTS3 and, the likely evolution with and without the Tayside and Central Regional Transport Strategy are summarised in Appendix D.

While many of the problems emerging from the analysis of baseline data and discussions are being addressed through Local Transport Strategies and other related plans, strategies and projects would be ongoing at local level, there would be a significantly reduced level of coordination and cooperation between Angus, Dundee, Perth and Kinross and Stirling on strategic transport issues without the Tayside and Central Regional Transport Strategy.

4. Scope and Level of Detail proposed for the SEA Assessment

4.1. Alternative RTS 'strategies'

The Environmental Assessment (Scotland) Act 2005 requires the identification of reasonable alternatives to the proposals presented in the Draft RTS and, meaningful comparisons made of the environmental implications of each.

It is envisaged that in the context of Regional Transport Strategies delivering the policies and proposals already identified in the Scottish Government's NTS2, it can be assumed that the only real reasonable alternative to the proposals within the emerging RTS is the Do-Nothing strategy.

However, on the completion of the option development for the RTS, all suitable strategies will be considered and outlined as appropriate.

On this basis, the Tayside and Central Transport Partnership does not propose to manufacture other alternatives simply for comparison in the SEA.

However, the SEA will examine the process that Tactran has used to identify and prioritise the proposals included in the emerging RTS, and in particular how evidence has been used as part of this. This will assist in demonstrating that an evidence-led approach has been used in developing the proposals and identify the extent to which environmental considerations have been taken into account in the development of the Tayside and Central Transport Partnership Regional Transport Strategy 2023 - 2033. This process will be described in both the Environment Report from the SEA and the Post-adoption statement, reflecting the state of development of the RTS at the point when these are published.

4.2. Scoping In / Scoping Out of SEA Themes

In identifying the intended scope for the SEA assessment, the Tayside and Central Transport Partnership concluded that all SEA themes except for the Population and Human Health themes should remain 'scoped in' as part of the SEA as transport has the potential to impact upon all of these⁵.

4.3. SEA Assessment Framework

To assist in the assessment objectives / outcomes were identified for each SEA theme, along with questions to be considered when seeking to reach a conclusion on the environmental impact of each strand of the emerging RTS.

These objectives and questions were identified through an analysis of the environmental problems, baseline data and other relevant plans, programmes and environmental protection objectives, and finalised through consultation on the main issues with the relevant stakeholders.

⁵ Both the SEA themes 'Population' and 'Human Health' will be considered via the Integrated People Impact Assessment. However, the main issues relating to those will be presented within the identified relevant aspects of the current state of the environment in Appendix B.

Appendix C

The objectives against which the proposals set out in the emerging RTS will be assessed are presented in Table 4.2 below.

SEA Theme	Objective
Biodiversity, Flora and Fauna	<ul style="list-style-type: none"> To protect, maintain and enhance biodiversity and ecosystem services, avoiding damage to or loss of designated and undesignated wildlife sites and protected species
Landscape	<ul style="list-style-type: none"> To safeguard and enhance the character and diversity of the landscape and areas of valuable landscape
Cultural Heritage	<ul style="list-style-type: none"> To protect and enhance historic and archaeological sites and other culturally and historically important features, landscapes and their settings.
Climate Change	<ul style="list-style-type: none"> To reduce greenhouse gas emissions from transport To adapt the transport network to the predicted effects of climate change
Air Quality	<ul style="list-style-type: none"> To reduce all forms of transport related air pollution and improve air quality
Noise and Vibration	<ul style="list-style-type: none"> Reduce noise and vibration associated with the transport network
Population, Human Health	<ul style="list-style-type: none"> To improve quality of life and human health by promoting active lifestyles and increasing sustainable access for all to essential services (including healthcare), employment and the natural environment To promote, invest in, build and maintain infrastructure to support the development of high-quality places
Population	<ul style="list-style-type: none"> To improve quality of life and human health by promoting active lifestyles and increasing sustainable access for all to essential services (including healthcare), employment and the natural environment
Geology and Soil	<ul style="list-style-type: none"> To safeguard and improve soil quality, particularly high value agricultural land and carbon rich soil To protect sites designated for their geological interest
Water	<ul style="list-style-type: none"> To protect, maintain and improve the quality of water bodies and wetlands that could be directly or indirectly affected by transport infrastructure and protect against the risk of flooding
Material assets	<ul style="list-style-type: none"> To promote and improve the sustainable use and management of the transport network To reduce the use of natural resources

Appendix C

To assess the impacts of the proposals identified within the emerging RTS, the Tayside and Central Transport Partnership will use the scale as set out in Table 4.3.

Scale of Impact		Definition
++	Major positive impact	RTS contributes greatly towards achieving the objective
+	Minor positive impact	RTS contributes to achieving the objective
0	Neutral or no effect	RTS does not impact upon the achievement of the objective
-	Minor negative impact	RTS conflicts with the objective
--	Major negative impact	RTS greatly hinders / prevents the achievement of the objective
?	Uncertain	RTS can have appositive or negative impact but the level of information available at the time of assessment does not allow a clear judgement to be made

Tactran will use the SEA assessment matrix as illustrated in Table 4.4. below.

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SEA Theme	SEA Objective	Guiding Assessment Questions	RTS Proposal		
			Assessment	Scale of Impact	Mitigation or Enhancement
Biodiversity, Flora and Fauna	To protect, maintain and enhance biodiversity and ecosystem services, avoiding damage to or loss of designated and undesignated wildlife sites and protected species	Will the proposal cause disturbance or damage to any protected species or habitat?			
		Will the proposal protect and enhance the quality and extent of designated and undesignated sites?			
		Will the proposal result in a greener public realm, resulting in a net gain of biodiversity?			
Landscape	To safeguard and enhance the character and diversity of the landscape and areas of valuable landscape	Will the proposal protect and enhance the character and integrity of the distinctive landscapes and areas of valuable landscapes?			
Cultural Heritage	To protect and enhance historic and archaeological sites and other culturally and historically important features,	Will the proposal protect and enhance sites, features and areas of historical, archaeological and cultural value?			

Appendix C

SEA Theme	SEA Objective	Guiding Assessment Questions	RTS Proposal		
			Assessment	Scale of Impact	Mitigation or Enhancement
	landscapes and their settings.				
		Will the proposal help to improve the wider historic environment and sense of place?			
		Will the proposal improve access to sites of historic and/or cultural interest?			
Climate Change	To reduce greenhouse gas emissions from transport	Will the proposal help to reduce emissions of greenhouse gases and, help Scotland meet its emission targets?			
	To adapt the transport network to the predicted effects of climate change	Will the proposal protect the Tactran region from climate change impacts and help the region function during extreme weather events?			
		Will the proposal improve access to services during severe weather events?			
		Will the proposal help those communities at risk during severe weather to recover?			
Air Quality	To reduce all forms of transport related air pollution and improve air quality	Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM ₁₀ , NO _x , NO ₂)?			
		Will the proposal reduce the number of people exposed to poor air quality, particularly those in deprived /			

Appendix C

SEA Theme	SEA Objective	Guiding Assessment Questions	RTS Proposal		
			Assessment	Scale of Impact	Mitigation or Enhancement
		vulnerable communities and those groups at risk?			
Noise and Vibration	Reduce noise and vibration associated with the transport network	Will the proposal reduce the levels of noise generated?			
		Will the proposal reduce inequalities in exposure to ambient noise?			
		Will the proposal reduce the number of people exposed to high levels of noise with the potential to cause health problems, particularly those in deprived / vulnerable communities and those groups at risk?			
Human Health	To improve quality of life and human health by promoting active lifestyles and increasing sustainable access for all to essential services (including healthcare), employment and the natural environment	Will the proposal promote social inclusion and improve access to services, including healthcare, and opportunities, especially for those without a private car?			
		Will the proposal reduce the likelihood of transport-related road accidents and casualties?			
	To promote, invest in, build and maintain	Will the proposal protect and enhance the character, integrity and liveability			

Appendix C

SEA Theme	SEA Objective	Guiding Assessment Questions	RTS Proposal		
			Assessment	Scale of Impact	Mitigation or Enhancement
	infrastructure to support the development of high-quality places	of the towns and villages and, rural communities across the region?			
		Will the proposal improve the public realm by improving the public realm and access?			
Population	To improve quality of life and human health by promoting active lifestyles and increasing sustainable access for all to essential services (including healthcare), employment and the natural environment	Will the proposal promote social inclusion and improve access to key services and opportunities, especially for those without a private car?			
		Will the proposal help to improve access to greenspaces both for recreational and health benefits?			
		Will the proposal help to support an ageing population by providing appropriate transport choices to meet their needs?			
Geology and Soil	To safeguard and improve soil quality, particularly high value agricultural	Does the proposal cause soil sealing and compaction?			

Appendix C

SEA Theme	SEA Objective	Guiding Assessment Questions	RTS Proposal		
			Assessment	Scale of Impact	Mitigation or Enhancement
	land and carbon rich soil				
		Does the proposal result in the release of substances that could potentially contaminate the soil?			
		Does the proposal ensure that possible contamination will be properly remediated and not impact upon on sensitive receptors, such as surface water and groundwater?			
	To protect sites designated for their geological interest	Will the proposal protect and enhance sites, designated for their geological interest?			
Water	To protect, maintain and improve the quality of water bodies and wetlands that could be directly or indirectly affected by transport infrastructure and protect against the risk of flooding	Does the proposal result in the release of water-borne pollution into watercourses, groundwater or reservoirs?			
		Does the proposal increase the amount of surface water run-off into water bodies?			
		Does the proposal physically impact on a watercourse?			

Appendix C

SEA Theme	SEA Objective	Guiding Assessment Questions	RTS Proposal		
			Assessment	Scale of Impact	Mitigation or Enhancement
Material assets	To promote and improve the sustainable use and management of the transport network	Will the proposal provide adequate transport choices that meet the needs of the people within the Tactran region?			
	To reduce the use of natural resources	Does the proposal allow for the sustainable use of natural resources?			

4.4. Cumulative Assessment

The Environmental Assessment (Scotland) Act 2005 requires that a cumulative effect assessment is undertaken. Such an assessment will therefore be undertaken against each of the SEA themes.

The cumulative impacts will be assessed against the further development of the environment without the Tayside and Central Transport Partnership's Regional Transport Strategy 2023-2033 and, the net effects which will be identified and reported in the forthcoming Environmental Report.

A further framework for assessing the potential for cumulative impacts of the emerging RTS is shown in Table 4.5 below.

SEA Theme	Option 1	Option 2	Option 3	Etc. ...	Cumulative Impact(s)
Biodiversity					
Landscape					
Cultural Heritage					
Climate Change					
Air Quality					
Noise and Vibration					
Human Health					
Population					
Geology and Soil					
Water					
Material Assets					

5. Next Steps

- This section is to be updated following 14th December Partnership Meeting and will include:

- 5.1. Development of the Tactran RTS 2023 – 2033
- 5.2. Proposed Timescale for Consultation
- 5.3. Remaining Stages in the SEA Process

Draft Tayside and Central Regional Transport Strategy 2023-2033 Integrated People Impact Assessment¹ Framework

Organisation

Tayside and Central Transport Partnership (Tactran)

Created

November 2021

The Integrated People Impact Assessment (IIA) integrates both the Equalities and Fairer Scotland Duty Impact Assessment (EqIA), Children's Rights and Wellbeing Impact Assessment (CRWIA), and Health Inequality Impact Assessment (HIIA). This report sets out the screening of both the strategic primary and secondary objectives and outcomes within the Draft Tactran Regional Transport Strategy 2023-2033 against a current evidence base. Individual interventions will be assessed once they have been firming up following on from the consultation with Council Officers and Members and, the Public.

All three assessments follow the same assessment process with the same key stages. However, assessments such as EqIA and CRWIA require additional information. Further details of this are explained in the legislative context below.

The common questions across the assessment process for each of the assessments include:

1. Identifying who/ what / where is impacted by the policy / intervention?
2. Identifying whether the impact is positive, negative, neutral or unknown? This stage requires an evaluation of the available evidence the engagement undertaken in order to make a reasoned judgement about any potential impacts.
 - 2.1. What is the impact of the activity - if it is a positive impact why?
 - 2.2. If it is a negative impact, why?
3. Identifying potential mitigation measures, if the intervention has a negative impact on a respective group, but is still to be implemented, Tactran is required to provide justification for this. The IIA requires Tactran to explore alternative means of achieving the same aim. These alternative means should reduce the negative impact.
4. Referencing the current evidence base. This is the most important sections of the IIA as this presents the justification for the decision about the proposed intervention.
5. Evidence gaps and proposed measures to close information gaps: Reviewing the current evidence base, will identify if there are any gaps in relation to the data Tactran holds. Any such lack of information should be clearly stated in the IIA. As this demonstrates a sound understanding of the effects of the respective proposal. Tactran will then work to put measures in place which will help to bridge the evidence gap in future.
6. What is the overall outcome of the assessment?

¹ Integrating the Equalities and Fairer Scotland Duty Impact Assessment (EqIA), Children's Rights and Wellbeing Impact Assessment (CRWIA), and Health Inequality Impact Assessment (HIIA).

A. Tactran Regional Transport Strategy 2023-2033

Following publication of the Scottish Government's National Transport Strategy 2 (NTS2), Regional Transport Partnerships (RTPs) are statutorily (under the Transport (Scotland) Act (2005)) required to develop a Regional Transport Strategy (RTS) setting out how the RTPs will deliver the NTS2 at a regional and local level. The emerging RTS will consider the challenges and opportunities pertinent to the TACTRAN region and, will provide the policy context for the development of subsequent Local Transport Strategies separately covering Angus, Dundee City, Perth and Kinross, and Stirling.

22 national strategic policies underpin the regional outcomes and objectives of the emerging RTS 2023-2033, including:

To reduce inequalities:

- Ensure active, public, and sustainable travel access to employment, education, and training locations
- Ensure transport in Scotland is accessible for all
- Remove barriers to public transport connectivity and accessibility within Scotland
- Minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of lifeline services
- Improve sustainable access to healthcare facilities for staff, patients, and visitors

To take climate action:

- Reduce emissions generated by the transport system to mitigate climate change and improve air quality
- Support management of demand to encourage more sustainable transport choices
- Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods
- Ensure the transport system adapts to the projected climate change impacts
- Improve the quality and availability of information to enable all to make more sustainable transport choices

To help deliver inclusive economic growth:

- Increase resilience of Scotland's transport system from disruption and promote a culture of shared responsibility
- Increase the use of asset management across the transport system
- Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally
- Ensure gateways to and from international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland
- Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations
- Meet the changing employment and skills demands of the transport industry and upskill workers
- Integrate transport and wider infrastructure policies and investments, including digital and energy, to unlock greater benefits

To improve health and wellbeing:

- 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
- Increase safety of the transport system and meet casualty reduction targets
- Implement measures that will improve perceived and actual security of Scotland's transport system
- Continue to ensure that transport assets and services adopt the Place Principle Reduce the negative impacts which transport has on the safety, health, and wellbeing of people
- Embed the implications for transport in spatial planning and land use decision-making

The Tayside and Central Transport Partnership have developed the outcomes and objectives of the emerging RTS 2023-2033 to address regional issues by adapting the emphasis of each of the above NTS2 outcomes and associated policies and placing them in the distinctive context of the Tactran region.

Tactran's primary and secondary outcomes are shown in the table below:

To reduce inequalities	
Primary Outcome (Draft)	Secondary Outcome (Draft)
Improved ability for young people, and disadvantaged and rural communities to access jobs, education and services	Improve ability of 16–24-year-olds to access jobs and further education
	Improve ability of all in the lowest SIMD data zones (all domains) targeted by the respective Council to access jobs, education and services
	Improve ability of families targeted in local Child Poverty Action Plans to access jobs, education, and services
	Improve ability of rural communities to access jobs, education, and services
	Improve ability of people with disabilities to access jobs, education, and services
	The safety and security of vulnerable and protected characteristic groups walking / on public transport
To take climate action	
Reduced greenhouse gas emissions	Increase the share of EV and low emission vehicle use
	Reduce estimated CO ₂ emissions from transport in the Tactran region
Modal shift to more sustainable modes of travel	Reduce need to travel by car by reducing number and/or the length of trips
	Personal travel: Increase the share of trips made by sustainable modes such as walking, cycling and public transport
	Reduce freight mileage by road
Reduced car mileage	Reduce the number and/or length of trips contributing to car mileage and CO ₂ emissions

Ensure our transport networks are resilient	Ensure strategic and lifeline routes (and services) are resilient to climate change and emergencies
To help deliver sustainable, inclusive economic growth	
Reliable inter- and intra-regional journey times	Improve journey times and journey time reliability on strategic road and rail routes for public transport to key destinations (e.g., major centres and economic locations)
	Improve journey time reliability for freight to key destinations (e.g., major centres and economic locations / air and seaports)
To improve health and well-being	
Reduced fatalities and injuries	Improve road safety for vulnerable users (pedestrians, cyclists, children and elderly)
Reduce the impact of traffic on communities	Reduce transport emissions in declared air quality management areas
	Reduce the impact of traffic on communities on strategic routes
Improved ability for older people and disadvantaged communities to access healthcare	Improve the ability of over 65s to access healthcare (Primary health care /Hospitals)
Improved ability for the most vulnerable to access social activities	Ability of older people and those in lowest SIMD data zones (health domain) targeted by the respective Council to access social activities
Increased levels of physical activity	Levels of walking and cycling in the lowest SIMD data zones (health domain) targeted by the respective Council
	Improved ability to access active leisure facilities and green space

B. Legislative Context

During the initial screening, Tactran concluded that a number of detailed assessments were required, comprising:

- i. Children's' Rights and Wellbeing Impact Assessment
- ii. Equalities and Fairer Scotland Duty Impact Assessment
- iii. Health Inequalities Impact Assessment

The Integrated Impact Assessment assesses the impacts of each of the primary and secondary outcomes within the emerging RTS 2023-2033 and will help to demonstrate the Tayside and Central Transport Partnership's compliance with relevant legislation which it has a legal duty to consider in the delivery of its policies, programmes, and projects.

This includes:

- A **Human Rights** based approach to ensure that people's rights are put at the very centre of policies and practices. This approach should be an embedded consideration during the IIA process.

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The PANEL principles (detailed below) are one way of breaking down what this means in practice. In summary, Tactran need to consider, where applicable to what (if any) extent an intervention impacts on the key PANEL principles of Human Rights, including:

- a) Participation – people should be involved in decisions that affect their rights. Participation must be active, free, meaningful and give attention to issues of accessibility, including access to information in a form and a language which can be understood
 - b) Accountability – there should be monitoring of how people’s rights are being affected, as well as remedies when things go wrong
 - c) Non Discrimination – all forms of discrimination must be prohibited, prevented and eliminated. People who face the biggest barriers to realising their rights should be prioritised
 - d) Empowerment – Everyone should understand their rights, and be fully supported to take part in developing policy and practices which affect their lives
 - e) Legality – requires the recognition of rights as legally enforceable entitlements and is linked in to national and international human rights law
- Within the **Equality Act 2010** is a section dedicated to the public sector. Equalities are a key component of our work and not an afterthought. The Public Sector Equality Duty places an obligation on public authorities to give due regard, or to consciously consider, the need to: -
 1. Eliminate discrimination, harassment and victimisation;
 2. Advance equality of opportunity between those who have protected characteristics and those who don’t, and
 3. Foster good relations between those who have protected characteristics and those who don’t.

Supplementary legislation (the **Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012**), requires Tactran to be proactive in meeting this general duty to address inequalities and help contribute to the Scottish Government’s commitment to tackle disadvantage and discrimination, advance equality of opportunity and encourage good relations between all people.

The Equality Act 2010 explains that having due regard to advancing quality of opportunity involves:

- i. Removing or minimising disadvantages affecting people due to their protected characteristics²;
- ii. Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people; and
- iii. Encouraging people with certain protected characteristics to participate in public life or in other activities where their participation is disproportionately low.

² These are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.

- The **Fairer Scotland Duty (part 1 of the Equality Act 2010)** places a legal responsibility on public bodies in Scotland to actively consider how they can reduce inequalities of outcome caused by socio-economic disadvantage when making strategic decisions.

In broad terms, socio-economic disadvantage means living on a low income compared to others in Scotland, with little or no accumulated wealth, leading to greater material deprivation, restricting the ability to access basic goods and services. Socio-economic disadvantage can be experienced in both places and communities of interest, leading to further negative outcomes such as social exclusion. Disadvantage can also arise depending on the social class; this is more difficult to measure and will require further consideration.

Tactran has concluded that it is important to complete a Fairer Scotland Duty Assessment, as the emerging RTS 2023-2033 has the potential to impact on the above.

On this basis Tactran is required to consider potential impacts on individuals and communities by:

- i. Place: on specific vulnerable areas or communities (SIMD, regeneration, rural) e.g., housing, transport.
 - ii. Pockets: household resources, (Income, benefits, outgoings) ability to access a service
 - iii. Prospects: peoples life chances e.g., access to, or ability to access employment, training, services (such as council or health) or support.
- The **Children and Young People (Scotland) Act 2014 (Section 1)** incorporates the United Nations Convention on the Rights of the Child³ (UNCRC) into national Scottish law. Tactran is required to respect, protect, and fulfil the UNCRC.

The United Nations Convention on the Rights of the Child is complemented by the Getting it Right for Every Child (GIRFEC) approach to improving the wellbeing of children and young people in Scotland. Developed from the UNCRC, it defines the wellbeing of children by using eight indicators, including: safe, healthy, achieving, nurtured, active, respected, responsible, and included⁴.

The **Child Poverty (Scotland) Act 2017** aims to reduce the number of children living in poverty in Scotland. A key focus is to reduce inequality and poverty within the formative years of children's lives.

- Tactran recognises that the strategic decisions the Partnership makes profoundly influences the health and wellbeing of the diverse communities in Angus, Dundee City, Perth and Kinross, and Stirling.

³ The UNCRC considers a child as any human being below 18 years old, unless majority is attained earlier under the law applicable to the child. In Scotland, a minor is a person under the age of 18 in most circumstances (NSPCC, 2019).

⁴ Cp. Section 96(2) of the Children and Young People (Scotland) 2014 Act.

The **Constitution of the World Health Organisation**, approved in 1948, defines health and well-being as “a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity”

The definition encompasses physical, mental, and social health and well-being and considers the health impact on individuals and communities through a framework of the social determinants of health. These factors, such as environment, transport, housing, access to services and employment can all interact to a greater or lesser extent with an individual’s lifestyle choices and genetic makeup to influence health and well-being.

C. Screening of Integrated Social and Equality Impacts

The Integrated Impact Assessment provides a high-level impact assessment based on a comprehensive current evidence base, comprising an Equalities and Fairer Scotland Duty Impact Assessment (EFSDIA), a Health Inequalities Impact Assessment (HIIA) as well as a Children Rights and Wellbeing Impact Assessment (CRWIA).

These assessments frameworks are presented in order below.

1. Children Rights and Wellbeing Impact Assessment

SUMMARY ON MAIN ISSUES TO BE INSERTED HERE

To be complemented with further detail in the evidence section(s) below

1.1. Children’s Wellbeing Indicators				
Indicator	Positive	Neutral	Negative	Unknown
Safe				
Healthy				
Achieving				
Nurtured				
Active				
Respected				
Responsible				
Included				

1.2. Children’s Rights Indicators	
Indicator	Relevant UNCRC Article(s)
UNCRC Indicators upheld by the activity, proposal, or policy	

1.3. Positive Impacts	
Impact Area	Details

1.4. Negative Impacts and Mitigation	
Impact Area	Details and Mitigation

1.5. Evidence			
Type	Source	What does it say?	What does it mean?

1.6. Information Gaps

1.7. Proposed Measures to Close Information Gaps

1.8. Accounting for the Views of Children and Young People

1.9. Promoting the Wellbeing of Children and Young People

1.10. Upholding the Rights of Children and Young People

1.11. Overall Outcome

2. Equality and Fairer Scotland Duty Impact Assessment⁵

SUMMARY ON MAIN ISSUES TO BE INSERTED HERE

To be complemented with further detail in the evidence section(s) below

2.1. Protected Groups				
Indicator	Positive	Neutral	Negative	Unknown
Age (Young)				
Age (Old)				
Disability				
Race				
Religion Belief				

⁵ Comprising the Human Rights and Equalities Impact Assessment as well as the Fairer Scotland Duty.

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Sex				
Pregnancy Maternity				
Sexual Orientation				
Gender Reassignment				
Marriage Civil Partnership				

2.2. Socio-Economic Groups				
Indicator	Positive	Neutral	Negative	Unknown
Low Income				
Low wealth				
Material Deprivation				
Area Deprivation				
Socio-Economic Background				

2.3. Positive Impacts	
Impact Area	Details

2.4. Negative Impacts and Mitigation	
Impact Area	Details and Mitigation

2.5. Evidence			
Type	Source	What does it say?	What does it mean?

2.6. Information Gaps

2.7. Proposed Measures to Close Information Gaps

2.8. Accounting for the Views of Protected Groups

2.9. Advancing Equality of Opportunity

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2.10. Fostering Relations

2.11. Overall Outcome

3. Health Inequalities Impact Assessment

SUMMARY ON MAIN ISSUES TO BE INSERTED HERE

To be complemented with further detail in the evidence section(s) below

3.1. Protected Groups				
Indicator	Positive	Neutral	Negative	Unknown
Age (Young)				
Age (Old)				
Disability				
Race				
Religion Belief				
Sex				
Pregnancy Maternity				
Sexual Orientation				
Gender Reassignment				
Marriage Civil Partnership				

3.2. Other Groups Facing Health Inequalities				
Indicator	Positive	Neutral	Negative	Unknown
Looked after and accommodated children and young people				
At risk families, such as young mothers, people experiencing domestic abuse, children at risk of statutory measures				

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Lone Parents				
Carers: paid/unpaid, family members				
Homeless people or those who experience homelessness: people on the street; those staying temporarily with friends/family; those staying in hostels and B&Bs.				
Those involved in the criminal justice system: offenders in prison and on probation, ex- offenders				
People with addictions and substance misuse problems				
People who have low incomes				
People who have poor literacy / numeracy				
People living in deprived areas				
People living in remote, rural and island locations				
People in other groups who face health inequalities				

3.3. Positive Impacts	
Impact Area	Details

3.4. Negative Impacts and Mitigation	
Impact Area	Details and Mitigation

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3.5. Evidence			
Type	Source	What does it say?	What does it mean?

3.6. Information Gaps

3.7. Proposed Measures to Close Information Gaps

3.8. Accounting for the Views of Protected Groups

3.9. Overall Outcome

DRAFT