Strategic Environmental Assessment – Scoping Phase
Tayside and Central Scotland 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 Assessment[1] (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 required[2];
- 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;

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[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.

- 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:

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

	deliver against the aims and objectives of NTS2 at regional level.
	Tactran committed to reviewing the RTS following the adoption of NTS2 in February 2020.
	The emerging RTS also needs to support the implementation of both the Tay Cities and Stirling and Clackmannanshire City Region Deals.
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:

Table 2.2: RTS: Draft Objectives and Primary Outcomes	
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 particularly 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 (CO_2) emissions are fluctuating year on year despite the Scottish Government's reduction targets. Transport, however, remains a significant contributor to CO_2 emissions;
  - Angus' Carbon Footprint in 2017 was 5.6 tonnes CO2/capita. This compared to the Scottish average of 5.2 tonnes CO_2/capita. Dundee's Carbon Footprint was 4.5 tonnes CO_2/capita, Perth and Kinross' Carbon Footprint was 6.1 tonnes CO_2/capita and Stirling's Carbon Footprint was 5.5 tonnes CO_2/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 (NO_2) and particulate matter (PM_{10}) occur. While buses and HGVs contribute most to NO_2 emissions, cars and taxis contribute most to PM_{10};
- 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 these[5].

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.

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[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.

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	• To protect, maintain and enhance biodiversity and ecosystem services, avoiding damage to or loss of designated and undesignated wildlife sites and protected species
Landscape	• To safeguard and enhance the character and diversity of the landscape and areas of valuable landscape
Cultural Heritage	• To protect and enhance historic and archaeological sites and other culturally and historically important features, landscapes and their settings.
Climate Change	• To reduce greenhouse gas emissions from transport • To adapt the transport network to the predicted effects of climate change
Air Quality	• To reduce all forms of transport related air pollution and improve air quality
Noise and Vibration	• Reduce noise and vibration associated with the transport network
Population, 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 • To promote, invest in, build and maintain infrastructure to support the development of high-quality places
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
Geology and Soil	• To safeguard and improve soil quality, particularly high value agricultural land and carbon rich soil • To protect 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
Material assets	• To promote and improve the sustainable use and management of the transport network • To reduce the use of natural resources

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.

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?			

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 /			

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			

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?			

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?			

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 been 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