## Appendix E: Full SEA Assessment Tables

Delivery Theme: Imp	roving safety					
Proposal relevant to	the RTS 2024 – 2034: F	Reduce speeds				
SEA Theme	Objectives	Will the delivery theme?	Assessment – Preferred Option (with RTS)	Score	Assessment – Alternative Option (without RTS)	Score
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?	No significant effects identified.  Local effects on biodiversity, flora and fauna, geology and soil, cultural heritage and landscape will need to be identified and addressed on a scheme-specific basis. Specific significant impacts are difficult to identify at this stage.	0	No significant effects identified.	0
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?	Additional infrastructure to manage traffic / reduce speeds could detract from and/or harm the landscape setting of certain areas within the region and within towns and villages, with a long-term negative impact and will need to be mitigated.	-	No significant effects identified.	0

			Local effects on biodiversity, flora and fauna, geology and soil, cultural heritage and landscape will need to be identified and addressed on a scheme-specific basis. Specific significant impacts are difficult to identify at this stage.			
Cultural Heritage	To protect and enhance historic and archaeological sites and other culturally and historically important features, landscapes and their settings.	Will the proposal protect and enhance sites, features and areas of historical, archaeological and cultural value? 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?	Potential for improved setting of heritage assets. Townscapes, streetscapes and heritage conversation sites will benefit from reduced congestion levels and reduced levels of pollutants as more people take up active modes or shift to public transport.  Local effects on biodiversity, flora and fauna, geology and soil, cultural heritage and landscape will need to be identified and addressed on a scheme-specific basis. Specific significant impacts are difficult to identify at this stage.	+	No significant effects identified.	0
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?	A reduction in transport related emissions including pollutants related to poor air quality. Results of an assessment by Transport for London concluded that 20 mph zones	+	No significant effects identified.	0

have no net negative effect on emissions.
Results indicated clear benefits to driving style and associated carbon and particulate emissions. The research found that vehicles moved more smoothly, with fewer accelerations and decelerations, than in 30mph
zones, reducing particulate emissions from tyre and brake
wear.
Research also suggests that nearly a fifth of people in Scotland feel that too much
traffic, and traffic travelling too fast, are major barriers to walking <sup>1</sup> ; and over half say that
fear of being in a collision is a major barrier to them cycling <sup>2</sup> .
A higher number of residents participating in active travel

<sup>&</sup>lt;sup>1</sup> Paths for All (2019): National survey of attitudes and barriers to walking in Scotland

https://www.pathsforall.org.uk/mediaLibrary/other/english/paths-for-all-national-survey---attitudes-and-barriers-to-walking-in-scotland.pdf

<sup>&</sup>lt;sup>2</sup> Cycling Scotland (2022): Cycling Scotland Attitudes and Behaviours Towards Cycling in Scotland

https://www.cycling.scot/mediaLibrary/other/english/Cycling-Attitudes-and-Behaviours-Report-Wave-4-2022.pdf

			impacts carbon emissions			
	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?	positively.  No significant effects identified.	0	No significant effects identified.	0
		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, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth	Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	A reduction in transport related emissions including pollutants related to poor air quality. Results of an assessment by Transport for London concluded that 20 mph zones have no net negative effect on emissions.  Results indicated clear benefits to driving style and both associated carbon and	++	No significant effects identified.	0

			particulate emissions. The research found that vehicles moved more smoothly, with fewer accelerations and decelerations, than in 30mph zones, reducing particulate emissions from tyre and brake wear.  Research also suggests that nearly a fifth of people in Scotland feel that too much			
			traffic, and traffic travelling too fast, are major barriers to walking <sup>3</sup> ; and over half say that fear of being in a collision is a major barrier to them cycling <sup>4</sup> .			
			A higher number of residents participating in active travel impacts emissions and particulate matter positively.			
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	No significant effects identified.	0	No significant effects identified.	0

<sup>&</sup>lt;sup>3</sup> Paths for All (2019): National survey of attitudes and barriers to walking in Scotland <a href="https://www.pathsforall.org.uk/mediaLibrary/other/english/paths-for-all-national-survey---attitudes-and-barriers-to-walking-in-scotland.pdf">https://www.pathsforall.org.uk/mediaLibrary/other/english/paths-for-all-national-survey---attitudes-and-barriers-to-walking-in-scotland.pdf</a>

<sup>&</sup>lt;sup>4</sup> Cycling Scotland (2022): Cycling Scotland Attitudes and Behaviours Towards Cycling in Scotland https://www.cycling.scot/mediaLibrary/other/english/Cycling-Attitudes-and-Behaviours-Report-Wave-4-2022.pdf

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		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	Will the proposal	A reduced number of road	++	An unsafe road environment	
	of life and human	promote social	casualties from road safety		will increase the likelihood of	
	health by	inclusion and	infrastructure improvements		accidents and injuries. As a	
	promoting active	improve access to	and lower speeds as well as		result, people may be less	
	lifestyles and	services, including	increased safety awareness and		willing to walk or cycle as they	
	increasing	healthcare, and	training.		perceive these modes as	
	sustainable access	opportunities,	,		unsafe, with a long-term	
	for all to essential	especially for those	The Edinburgh 20mph scheme		negative impact both on	
	services (including	without a private	has seen a statistically		personal and public health.	
	healthcare),	car?	significant reduction in average		personal and paone nearth	
	employment and	Will the proposal	speed of 1.34mph across the 66			
	the natural	reduce the	speed survey locations where			
	environment	likelihood of	the speed limit was reduced.			
	CHVIIOIIIICIIC	transport-related	the speed inne was reduced.			
		road accidents and	Providing for safer travel may			
		casualties?	encourage more active travel			
		casualties!	and increase the use of public			
			•			
			transport within the region.			

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		This may result in positive			
		effects on physical activity,			
		providing mental and physical			
		health benefits.			
		This may be of particular to			
		adults and young people.			
		Participation is physical activity			
		is lower in older people (75+),			
		unemployed and low-income			
		groups, and people with			
		disabilities. However, providing			
		for safer travel may remove			
		some barriers to active travel			
		modes.			
To promote, invest	Will the proposal	Townscapes, streetscapes and		Declining road safety and	
in, build and	protect and	heritage conversation will		security, with a long-term	
maintain	enhance the	benefit from reduced		negative impact on the local	
infrastructure to	character, integrity	congestion levels and reduced		communities including	
support the	and liveability of	levels of pollutants as more		decreased footfall, declining	
development of	the towns and	people take up active modes or		retail performance, as well as a	
high-quality places	villages and, rural	shift to public transport.		general downturn in	
Ingir quality places	communities across	sinic to public transport.		community vitality.	
	the region?	Interventions should result in		community vitality.	
	Will the proposal	positive effects for access and			
	improve the public	accessibility. Providing safe and			
	realm by improving	convenient options to walk and			
	the public realm	cycle will encourage public			
	and access?	transport use. They may also			
		increase accessibility to people			
		who may otherwise have not			
		felt safe. Interventions will			
		result in an increase in			

			accessible places, and opportunities for interaction. The groups most likely to feel the benefits are older people (65+) and those who are socially isolated, have a disability, or are from lowincome households.			
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?	Interventions should result in positive effects for access and accessibility. Providing safe and convenient options to walk and cycle will encourage public transport use. They may also increase accessibility to people who may otherwise have not felt safe. Interventions will result in an increase in accessible places, and opportunities for interaction, including access to greenspaces. The groups most likely to feel the benefits are older people (65+) and those who are socially isolated, have a disability, or are from low-income households.	++	Declining road safety and security, with a long-term negative impact on the local communities including decreased footfall, declining retail performance, as well as a general downturn in community vitality.	

Geology and Soil	To safeguard and	Does the proposal	No significant effects identified.	0	No significant effects identified.	0
	improve soil	cause soil sealing				
	quality, particularly	and compaction?	Local effects on biodiversity,			
	high value	Does the proposal	flora and fauna, geology and			
	agricultural land	result in the release	soil, cultural heritage and			
	and carbon rich soil	of substances that	landscape will need to be			
	and peatland	could potentially	identified and addressed on a			
	habitats	contaminate the	scheme-specific basis. Specific			
		soil?	significant impacts are difficult			
		Does the proposal	to identify at this stage.			
		ensure that				
		possible	The RTS can play a role in			
		contamination will	protecting carbon rich soils and			
		be properly	peatland habitats when			
		remediated and	identifying potential locations			
		not impact upon on	for new infrastructure or routes.			
		sensitive receptors,	Detailed mitigation and			
		such as surface	enhancement opportunities will			
		water and	be developed as part of the			
		groundwater?	design and consenting process			
			at scheme level.			
	To protect sites	Will the proposal	No significant effects identified.		No significant effects identified.	
	designated for their	protect and				
	geological interest	enhance sites,				
		designated for their				
		geological interest?				
Water	To protect,	Does the proposal	Reducing transport related	+	No significant effects identified.	0
	maintain and	result in the release	emissions indirectly has the			
	improve the quality	of water-borne	potential to improve water			
	of water	pollution into	quality.			
	environment and	watercourses,	' '			
	wetlands that could	groundwater or	Local effects on biodiversity,			
	be directly or	reservoirs?	flora and fauna, geology and			

	indirectly affected by transport infrastructure and protect against the risk of flooding	Does the proposal increase the amount of surface water run-off into water environment? Or increase the risk of flooding?  Does the proposal physically impact on a watercourse?	soil, cultural heritage and landscape will need to be identified and addressed on a scheme-specific basis. Specific significant impacts are difficult to identify at this stage.			
Material assets	To promote and improve the sustainable use and management of the transport network  To reduce the use of natural resources	Will the proposal provide adequate transport choices that meet the needs of the people within the Tactran region?  Does the proposal allow for the sustainable use of natural resources?	Proposals will contribute to the Vision Zero objective is to reduce road deaths and serious injuries by 50 per cent by 2030 and for all deaths and serious injuries from road collisions to be eliminated from Scotland's streets by 2050, influencing travel choices positively.	+	Local (and regional and national) material assets may become increasingly unsafe to use.  Likely to require the use of large quantities of natural resources for repair and maintenance.	-

Proposal relevant to	the RTS 2024 – 2034: I	Road Education				
SEA Theme	Objectives	Will the delivery theme?	Assessment – Preferred Option (with RTS)	Score	Assessment – Alternative Option (without RTS)	Score
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?	No significant effects identified.	0	No significant effects identified.	0
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?	No significant effects identified.	0	No significant effects identified.	0
Cultural Heritage	To protect and enhance historic and archaeological	Will the proposal protect and enhance sites,	No significant effects identified.	0	No significant effects identified.	0

	aikaa and atlaan	footunes and and				
	sites and other	features and areas				
	culturally and	of historical,				
	historically	archaeological and				
	important features,	cultural value?				
	landscapes and	Will the proposal				
	their settings.	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	Will the proposal	No significant effects identified.	0	No significant effects identified.	0
	greenhouse gas	help to reduce				
	emissions from	emissions of				
	transport	greenhouse gases				
		and, help Scotland				
		meet its emission				
		targets?				
	To adapt the	Will the proposal	No significant effects identified.		No significant effects identified.	
	transport network	protect the Tactran				
	to the predicted	region from climate				
	effects of climate	change impacts				
	change	and help the region				
		function during				
		extreme weather				
		events?				
		Will the proposal				
		improve access to				
		services during				
		•				

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		severe weather				
		events?				
		Will the proposal				
		help those				
		communities at risk				
		during severe				
		weather to				
		recover?				
Air Quality	To reduce all forms	Will the proposal	No significant effects identified.	0	No significant effects identified.	0
	of transport related	help to reduce				
	air pollution and	emissions of				
	improve air quality,	priority pollutants				
	in particularly with	in line with Scottish				
	regards to the	and European				
	three declared Air	standards (e.g.,				
	<b>Quality</b>	PM10, NOX, NO2)?				
	Management Areas					
	in Crieff, Dundee					
	and Perth					
Noise and Vibration	Reduce noise and	Will the proposal	No significant effects identified.	0	No significant effects identified.	0
	vibration	reduce the levels of				
	associated with the	noise generated?				
	transport network	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?	Delivering a programme of education training and publicity to increase awareness and knowledge, creating positive attitudes and behaviours which will contribute to safer roads for all road users.  Education is key in reducing both the number and severity of accidents and casualties.  According to METHEKA ET AL. (2015) the chance of injury was 1.3 times higher for those who had not received road safety education.  Providing for safer travel may encourage more active travel and increase the use of public transport within the region.  This may result in positive effects on physical activity, providing mental and physical health benefits.	+	Reducing road safety inputs through educational inputs on safe waking/cycling etc. would be to the detriment of a number of protected groups.  This may impact the overall cost to society, with the Department for Transport estimating the wider costs to society that can be attached to road traffic collisions involving personal injury are as follows per incident: Fatal - £2,053,814; Serious - £237,527; and Slight - £ 24,911.  There will still be road safety activities that are progressed with regional and national partners, however these will be more limited in scope and may take longer to deliver.	

	To promote, invest in, build and maintain infrastructure to support the development of high-quality places	Will the proposal protect and enhance the character, integrity and liveability 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?	This may be of particular to adults and young people. Participation is physical activity is lower in older people (75+), unemployed and low-income groups, and people with disabilities. However, providing for safer travel may remove some barriers to active travel modes.  No significant effects identified.		No significant effects identified.	
Population	To improve quality of life and human health by promoting active lifestyles and increasing sustainable access for all to essential services (including	Will the proposal promote social inclusion and improve access to key services and opportunities, especially for those without a private car?	Delivering a programme of education training and publicity to increase awareness and knowledge, creating positive attitudes and behaviours which will contribute to safer roads for all road users.	+	Reducing road safety inputs through educational inputs on safe waking/cycling etc. would be to the detriment of a number of protected groups.  This may impact the overall cost to society, with the Department for Transport	-

	healthcare), employment and the natural environment	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?	Education is key in reducing both the number and severity of accidents and casualties.  According to METHEKA ET AL. (2015) the chance of injury was 1.3 times higher for those who had not received road safety education.  Providing for safer travel may encourage more active travel and increase the use of public transport within the region.  This may result in positive effects on physical activity, providing mental and physical health benefits.  This may be of particular to adults and young people.  Participation is physical activity is lower in older people (75+), unemployed and low-income groups, and people with disabilities. However, providing for safer travel may remove some barriers to active travel modes.		estimating the wider costs to society that can be attached to road traffic collisions involving personal injury are as follows per incident: Fatal - £2,053,814; Serious - £237,527; and Slight - £ 24,911.  There will still be road safety activities that are progressed with regional and national partners, however these will be more limited in scope and may take longer to deliver.	
Geology and Soil	To safeguard and improve soil quality, particularly high value agricultural land	Does the proposal cause soil sealing and compaction?  Does the proposal result in the release	No significant effects identified.	0	No significant effects identified.	0

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	and carbon rich soil	of substances that				
	and peatland	could potentially				
	habitats	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	Will the proposal	No significant effects identified.		No significant effects identified.	
	designated for their	protect and				
	geological interest	enhance sites,				
		designated for their				
		geological interest?				
Water	To protect,	Does the proposal	Reducing transport related	+	No significant effects identified.	0
	maintain and	result in the release	emissions indirectly has the			
	improve the quality	of water-borne	potential to improve water			
	of water	pollution into	quality.			
	environment and	watercourses,				
	wetlands that could	groundwater or				
	be directly or	reservoirs?				
	indirectly affected	Does the proposal				
	by transport	increase the				
	infrastructure and	amount of surface				
	protect against the	water run-off into				
	risk of flooding	water				
		environment? Or				

		increase the risk of flooding?  Does the proposal physically impact				
		on a watercourse?				
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?	No significant effects identified.	0	No significant effects identified.	0
	To reduce the use	Does the proposal				
	of natural	allow for the				
	resources	sustainable use of natural resources?				

Delivery Theme: Imp	Delivery Theme: Improving safety								
Proposal relevant to	Proposal relevant to the RTS 2024 – 2034: Improve Rest and Welfare Facilities for Hauliers								
SEA Theme	Objectives	Will the delivery	Assessment – Preferred Option	Score	Assessment – Alternative	Score			
		theme?	(with RTS)		Option (without RTS)				
Biodiversity, Flora	To protect,	Will the proposal	Biodiversity loss, including	-	No significant effects identified.	0			
and Fauna	maintain and	cause disturbance	direct or indirect impacts on						
	enhance	or damage to any	designated or undesignated						
	biodiversity and	protected species	sites.						
	ecosystem services,	or habitat?							
	avoiding damage to	Will the proposal	The policy is aimed at safety-led						
	or loss of	protect and	improvements to rest and						
	designated and	enhance the quality	welfare facilities along the						
	undesignated	and extent of	arterial road network which are						
	wildlife sites and	designated and	either already in place, but						
	protected species	undesignated sites?	development including land						
		Will the proposal	take will be required. The						
		result in a greener	general effect in the long term						
		public realm,	will be negative and will need to						
		resulting in a net	be mitigated.						
		gain of							
		biodiversity?	Local effects on biodiversity,						
			flora and fauna, geology and						
			soil, cultural heritage and						
			landscape will need to be						
			identified and addressed on a						
			scheme-specific basis.						

			Development will broadly follow the existing road network, but specific significant impacts are difficult to identify at this stage.			
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?	Potentially significant landscape and visual impacts, including potential impacts on sensitive landscapes.  The policy is aimed at safety-led improvements to rest and welfare facilities along the arterial road network which are either already in place, but development including land take will be required. The general effect in the long term will be negative and will need to be mitigated.		No significant effects identified.	0
			Local effects on biodiversity, flora and fauna, geology and soil, cultural heritage and landscape will need to be identified and addressed on a scheme-specific basis.  Development will broadly follow the existing road network, but specific significant impacts are			
Cultural Heritage	To protect and enhance historic	Will the proposal protect and	difficult to identify at this stage.  Potential direct or indirect impacts on designated or	-	No significant effects identified.	0

	and archaeological sites and other culturally and historically important features, landscapes and their settings.	enhance sites, features and areas of historical, archaeological and cultural value?  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?	undesignated heritage assets or their setting.  The policy is aimed at safety-led improvements to rest and welfare facilities along the arterial road network which are either already in place, but development including land take will be required. The general effect in the long term will be negative and will need to be mitigated.  Local effects on biodiversity, flora and fauna, geology and soil, cultural heritage and landscape will need to be identified and addressed on a scheme-specific basis.  Development will broadly follow the existing road network, but specific significant impacts are difficult to identify			
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?	at this stage.  Potentially minor negative implications for carbon emissions, either through vehicle traffic, embodied carbon in construction materials, or loss of carbon-rich soils such as peat.	-	No significant effects identified.	0

	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?	Carbon loss to the atmosphere as carbon dioxide through oxidation of exposed organic soils resulting in feedback to climate change.  When a soil is sealed it is no longer able to assimilate and take up any more carbon.		No significant effects identified.	
Air Quality	To reduce all forms of transport related air pollution and improve air quality, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth	Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	Impacts on air quality from construction activities and from traffic during operation	-	No significant effects identified.	0
Noise and Vibration	Reduce noise and vibration	Will the proposal reduce the levels of noise generated?	Potentially minor negative noise impacts from	-	No significant effects identified.	0

	associated with the	Will the proposal	construction machinery and			
	transport network	reduce inequalities	traffic or operational traffic.			
	than open the control in	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	Will the proposal	Potentially significant noise or	+/-	Not improving and increasing	-
	of life and human	promote social	air quality impacts from		the range of rest facilities	
	health by	inclusion and	construction machinery		within the region would be to	
	promoting active	improve access to	and traffic or operational		the detriment of overall road	
	lifestyles and	services, including	traffic. There are also		safety.	
	increasing	healthcare, and	potentially significant positive			
	sustainable access	opportunities,	impacts through improved		With hauliers required to take	
	for all to essential	especially for those	safety and reduced accident		mandatory breaks and rest	
	services (including	without a private	risk.		periods, building better	
	healthcare),	car?			roadside facilities will improve	
	employment and	Will the proposal			the quality of HGV drivers' rest	
	the natural	reduce the			and recovery, ensuring	
	environment	likelihood of			everyone can feel safe on our	
		transport-related			roads.	
		road accidents and				
		casualties?				

	To promote, invest	Will the proposal	No significant effects identified.		No significant effects identified.	
	in, build and	protect and				
	maintain	enhance the				
	infrastructure to	character, integrity				
	support the	and liveability of				
	development of	the towns and				
	high-quality places	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	Will the proposal	Potentially significant noise or	+ /-	Not improving and increasing	-
	of life and human	promote social	air quality impacts from		the range of rest facilities	
	health by	inclusion and	construction machinery		within the region would be to	
	promoting active	improve access to	and traffic or operational		the detriment of overall road	
	lifestyles and	key services and	traffic.		safety.	
	increasing	opportunities,				
	sustainable access	especially for those	There are also potentially		With hauliers required to take	
	for all to essential	without a private	significant positive impacts		mandatory breaks and rest	
	services (including	car?	through improved safety and		periods, building better	
	healthcare),	Will the proposal	reduced accident risk.		roadside facilities will improve	
	employment and	help to improve			the quality of HGV drivers' rest	
	the natural	access to			and recovery, ensuring	
	environment	greenspaces both			everyone can feel safe on our	
		for recreational			roads.	
		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 land and carbon rich soil and peatland habitats  To protect sites designated for their geological interest	Does the proposal cause soil sealing and compaction?  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?  Will the proposal protect and enhance sites, designated for their geological interest?	Potential loss of soil during construction, erosion, surface water pollution, compaction, sealing.  The policy is aimed at safety-led improvements to rest and welfare facilities along the arterial road network which are either already in place, but development including land take will be required. The general effect in the long term will be negative and will need to be mitigated.  Local effects on biodiversity, flora and fauna, geology and soil, cultural heritage and landscape will need to be identified and addressed on a scheme-specific basis.  Development will broadly follow the existing road network, but specific significant impacts are difficult to identify at this stage.	No significant effects identified.  No significant effects identified.	0

			The RTS can play a role in protecting carbon rich soils and peatland habitats when identifying potential locations for new infrastructure or routes. Detailed mitigation and enhancement opportunities will be developed as part of the design and consenting process at scheme level.		
Water	To protect, maintain and improve the quality of water environment 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 environment? Or increase the risk of flooding?  Does the proposal physically impact on a watercourse?	Potential effects on the severity of flood risk at specific locations or on water quality from pollution.  The policy is aimed at safety-led improvements to rest and welfare facilities along the arterial road network which are either already in place, but development including land take will be required. The general effect in the long term will be negative and will need to be mitigated.  Local effects on biodiversity, flora and fauna, geology and soil, cultural heritage and landscape will need to be identified and addressed on a scheme-specific basis.	No significant effects identified.	0

			Development will broadly follow the existing road network, but specific significant impacts are difficult to identify at this stage.			
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?	No significant effects identified.	0	No significant effects identified.	0
	To reduce the use of natural resources	Does the proposal allow for the sustainable use of natural resources?				

Delivery Theme: Influencing travel choices and behaviour							
Proposal relevant to	the RTS 2024 – 2034: F	Promoting smarter cho	ices				
SEA Theme	Objectives	Will the delivery theme?	Assessment – Preferred Option (with RTS)	Score	Assessment – Alternative Option (without RTS)	Score	
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?	A shift towards active and sustainable travel will result in a long-term positive impact on biodiversity, reducing the negative impacts of indiscriminate car usage. With the latter potentially disrupting and damaging vulnerable habitats and species.  The policy is aimed at the enhancement of active travel links which are either already in existence, or which may need to be constructed. The general effect in the long term will be positive if a modal shift away from private transport is achieved. For new developments which include land take there may be some negative impacts which will need to be mitigated.  Local effects on biodiversity, flora and fauna, geology and	+	Not promoting active and sustainable modes means that the negative impacts of the indiscriminate use of cars will remain and will, indeed, become worse.		

Landscape	To safeguard and	Will the proposal	soil, cultural heritage and landscape will need to be identified and addressed on a scheme-specific basis. Specific significant impacts are difficult to identify at this stage.  As part of infrastructure investments to further improve the infrastructure for active and sustainable travel there will be opportunities to realise a net gain in biodiversity.  A subsequent decline in	+	Not promoting active and	-
	enhance the character and diversity of the landscape and areas of valuable landscape	protect and enhance the character and integrity of the distinctive landscapes and areas of valuable landscapes?	indiscriminate car usage holds the potential for long-term positive impacts, with landscapes, townscapes and streetscapes benefitting from reduced visual intrusion from road traffic.  The policy is aimed at the enhancement of active travel links which are either already in existence, or which may need to be constructed. The general effect in the long term will be positive if a modal shift away from private transport is achieved. For new		sustainable modes means that the negative impacts of the indiscriminate use of cars will remain and is, indeed likely to increase, with long-term negative impacts on landscapes, townscapes and streetscapes within the region.	

			negative impacts which will need to be mitigated.  Local effects on biodiversity, flora and fauna, geology and soil, cultural heritage and landscape will need to be identified and addressed on a scheme-specific basis. Specific significant impacts are difficult to identify at this stage.			
Cultural Heritage	To protect and enhance historic and archaeological sites and other culturally and historically important features, landscapes and their settings.	Will the proposal protect and enhance sites, features and areas of historical, archaeological and cultural value? 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?	Townscapes, streetscapes and heritage conversation sites will benefit through improved setting of heritage assets.  With air pollution known to have a damaging impact on historical buildings and assets, a reduction in the indiscriminate use of cars will also help preserve those assets for future generations.  Improving awareness of the active and sustainable modes available can also improve accessibility of these sites by such modes.  The policy is aimed at the enhancement of active travel links which are either already in	++	Failing to promote active and sustainable modes means that the negative impacts of the indiscriminate use of cars will remain and is, indeed likely to increase, with road traffic distracting from the setting of historic sites, traffic pollution adding to the environmental damage of buildings and monuments, with long-term negative impacts.	

Climata Changa	To reduce	Will the proposal	existence, or which may need to be constructed. The general effect in the long term will be positive if a modal shift away from private transport is achieved. For new developments which include land take there may be some negative impacts which will need to be mitigated.  Local effects on biodiversity, flora and fauna, geology and soil, cultural heritage and landscape will need to be identified and addressed on a scheme-specific basis. Specific significant impacts are difficult to identify at this stage.	++	Not promoting active and	
Climate Change	greenhouse gas emissions from transport	help to reduce emissions of greenhouse gases and, help Scotland meet its emission targets?	available information on Smarter Choices and a greater awareness of walking and cycling and public transport and its benefits through marketing could lead to more people to travel by active and sustainable modes more often, with an associated reduction in emissions and subsequent improved air quality.	**	sustainable modes means that the negative impacts of the indiscriminate use of cars will remain and will, indeed, become worse.	

	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?	Reduced traffic levels and subsequently reduced carbon emissions and air pollutants, with increased bus, rail and active travel use.  No positive or significant negative effects on soil have been identified.		No positive or significant negative effects on soil have been identified.	
Air Quality	To reduce all forms of transport related air pollution and improve air quality, in particularly with regards to the three declared Air Quality Management Areas	Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	Considerable improvement of air quality within the region, with long-term positive impacts.  Air Quality impacts are positive largely through contribution to modal shift away from private car journeys. Within the Tactran region, the declared AQMAs in	++	Not promoting active and sustainable modes means that the negative impacts of the indiscriminate use of cars on local air quality through high levels of harmful emissions will remain and will, indeed, become worse.	-

	in Crieff, Dundee and Perth		Crieff, Dundee and Perth would benefit through reduced private car journeys.			
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?	Reduced noise levels due to reduced traffic levels.	+	Not promoting active and sustainable modes means that the negative impacts of the indiscriminate use of cars on noise pollution through will remain and will, indeed, become worse.	-
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),	Will the proposal promote social inclusion and improve access to services, including healthcare, and opportunities, especially for those without a private car?	Overall improved health and wellbeing outcomes because of reduced pollution, improved air quality and increased levels of active travel use.  Encouraging active travel will have a long-term positive impact upon human health by encouraging more people to	++	Not promoting active and sustainable travel could result in fewer people walking and cycling. Indiscriminate car usage may increase, subsequently increasing the levels of pollutants, with long-term negative impacts both on private and public health.	

	MCII il			
employment and	Will the proposal	travel more actively more		
the natural	reduce the	often. A reduction in		
environment	likelihood of	indiscriminate car use will result		
	transport-related	in a decline in emissions of		
	road accidents and	pollutants which can contribute		
	casualties?	to a number of respiratory		
		conditions, ultimately reducing		
		life expectancy, and reduce		
		accidents and casualties on the		
		roads within the region.		
		G		
		Making people aware of the		
		active and sustainable travel		
		opportunities available to them		
		can also increase their ability to		
		access healthcare facilities and		
		areas of open space by such		
		modes, especially those		
		without car access.		
To promote, invest	Will the proposal	Less car dominated	No positive or significant	
in, build and	protect and		negative effects on soil have	
	<b>'</b>	streetscapes and townscapes	been identified.	
maintain	enhance the	would help to improve both	been identified.	
infrastructure to	character, integrity	formal and informal		
support the	and liveability of	surveillance including a higher		
development of	the towns and	number of people using the		
high-quality places	villages and, rural	public realm.		
	communities across			
	the region?			
	Will the proposal			
	improve the public			
	realm by improving			
	the public realm			
	and access?			

Donulation	To improve suglish	\A/ill the present	A docling in indicaring to the	,	Not promoting sative and	
Population	To improve quality	Will the proposal	A decline in indiscriminate use	+	Not promoting active and	
	of life and human	promote social	of the private car and a shift to		sustainable travel is likely to	
	health by	inclusion and	active and sustainable modes		result in a further increase of	
	promoting active	improve access to	will reduce congestion, allowing		indiscriminate car usage within	
	lifestyles and	key services and	for a more efficient movement		the region, resulting in	
	increasing	opportunities,	of freight as well as allowing for		increased congestion and more	
	sustainable access	especially for those	greater journey time reliability.		unreliable journey times both	
	for all to essential	without a private			for people and goods, with	
	services (including	car?	Some population segments may		long-term negative impacts.	
	healthcare),	Will the proposal	benefit from being made aware			
	employment and	help to improve	of active and sustainable travel			
	the natural	access to	options, and hence social,			
	environment	greenspaces both	training, educational or			
		for recreational	employment opportunities that			
		and health	they were previously unaware			
		benefits?	of, with a long-term positive			
		Will the proposal	impact on the population			
		help to support an	within the region.			
		ageing population				
		by providing				
		appropriate				
		transport choices				
		to meet their				
		needs?				
Geology and Soil	To safeguard and	Does the proposal	No positive or significant	0	No positive or significant	0
	improve soil	cause soil sealing	negative effects on soil have		negative effects on soil have	
	quality, particularly	and compaction?	been identified.		been identified.	
	high value	Does the proposal	]			
	agricultural land	result in the release	The policy is aimed at the			
	and carbon rich soil	of substances that	enhancement of active travel			
	and peatland	could potentially	links which are either already in			
	habitats	contaminate the	existence, or which may need to			
		soil?	be constructed. The general			

	Does the proposal ensure that possible contamination will be properly remediated and not impact upon on sensitive receptors, such as surface water and groundwater?	effect in the long term will be positive if a modal shift away from private transport is achieved. For new developments which include land take there may be some negative impacts which will need to be mitigated.  Local effects on biodiversity, flora and fauna, geology and soil, cultural heritage and landscape will need to be identified and addressed on a scheme-specific basis. Specific significant impacts are difficult to identify at this stage.  The RTS can play a role in protecting carbon rich soils and peatland habitats when identifying potential locations for new infrastructure or routes. Detailed mitigation and enhancement opportunities will be developed as part of the design and consenting process at scheme level		
To protect sites designated for the geological interest	Will the proposal protect and enhance sites, designated for their geological interest?	No positive or significant negative effects on soil have been identified.	No positive or significant negative effects on soil have been identified.	

Water	To protect, maintain and improve the quality of water environment 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 environment? Or increase the risk of flooding?  Does the proposal physically impact on a watercourse?	Reducing transport related emissions indirectly has the potential to improve water quality.  The policy is aimed at the enhancement of active travel links which are either already in existence, or which may need to be constructed. The general effect in the long term will be positive if a modal shift away from private transport is achieved. For new developments which include land take there may be some negative impacts which will need to be mitigated.  Local effects on biodiversity, flora and fauna, geology and soil, cultural heritage and landscape will need to be identified and addressed on a scheme-specific basis. Specific significant impacts are difficult to identify at this stage.	+	No positive or significant negative effects have been identified.	0
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	to identify at this stage.  Promoting active and sustainable modes also promotes a more effective use of the transport infrastructure	+	Not promoting active and sustainable modes will not address the current inefficient use of the region's transport infrastructure and assets,	-

	people within the	and assets as well as the	contributing to the medium- to	
	Tactran region?	sustainable use of resources.	long-term decline of such	
To reduce the use	Does the proposal		assets.	
of natural	allow for the			
resources	sustainable use of			
	natural resources?			

Delivery Theme: Infl	uencing travel choices	and behaviour				
Proposal relevant to	the RTS 2024 – 2034: [	Develop and deliver Tra	avel Plans and School Travel Plans			
SEA Theme	Objectives	Will the delivery	Assessment – Preferred Option	Score	Assessment – Alternative	Score
		theme?	(with RTS)		Option (without RTS)	
Biodiversity, Flora	To protect,	Will the proposal	Travel Plans hold the potential	+	Not engaging in the	-
and Fauna	maintain and	cause disturbance	for long-term positive impacts		development and delivery of	
	enhance	or damage to any	with regard to biodiversity.		travel plans could result in an	
	biodiversity and	protected species	They are aimed to encourage		increase of car trips, with	
	ecosystem services,	or habitat?	people to use alternatives to		negative impacts on	
	avoiding damage to	Will the proposal	cars and, include a range of		biodiversity. Both from land	
	or loss of	protect and	measures which encourage		take for car related	
	designated and	enhance the quality	people to walk, cycle, use		infrastructure, such as car	
	undesignated	and extent of	public transport and share car		parks, and increased pollution	
	wildlife sites and	designated and	journeys.		levels.	
	protected species	undesignated sites?				
		Will the proposal	They can, subsequently, help to			
		result in a greener	reduce the size of car parks			
		public realm,	required for new developments			
		resulting in a net	and improve air quality, with			
		gain of	long-term positive impacts to			
		biodiversity?	flora and fauna.			
Landscape	To safeguard and	Will the proposal	Travel Plans hold the potential	+	Not engaging in the	-
	enhance the	protect and	for long-term positive impacts		development and delivery of	
	character and	enhance the	on the landscape. They are		travel plans could result in an	
	diversity of the	character and	aimed at minimising the		increase of car trips, with	
	landscape and	integrity of the	impacts that developments		negative impacts on the	
	areas of valuable	distinctive	have on their surroundings by		landscape due to a significantly	
	landscape	landscapes and	encouraging people to use		higher development footprint	
		areas of valuable	alternatives to cars and, include		resulting from the land take	
		landscapes?	a range of measures which		required for transport related	
			encourage people to walk,		infrastructure.	

			cycle, use public transport and share car journeys. They can, subsequently help to reduce the development footprint considerably.			
Cultural Heritage	To protect and enhance historic and archaeological sites and other culturally and historically important features, landscapes and their settings.	Will the proposal protect and enhance sites, features and areas of historical, archaeological and cultural value? 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?	Travel Plans hold the potential for minor long-term positive impacts regarding protecting and enhancing the cultural heritage by reducing traffic related pollutants with the latter causing serious corrosion effects on stone, wood, metals, paints and other materials on the surface of the heritage through acidification reactions and oxidation reactions.	+	Not engaging in the development and delivery of travel plans could result in minor negative impact regarding protecting and enhancing the cultural heritage due continued high levels of traffic related pollutants, resulting in continued damage to the heritage.	-
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?	Travel Plans hold the potential for significant long-term positive impacts regarding climatic factors by encouraging people to use alternatives to cars and, include a range of measures which encourage people to walk, cycle, use public transport and share car journeys. They can,	++	Not engaging in the development and delivery of travel plans could result in an increase of car trips, with long-term negative impacts on climatic factors due to increasing high levels of carbon emissions from road transport.	-

subsequently, significantly reduce the level of carbon	
reduce the level of carbon	
emissions from road transport.	
To adapt the Will the proposal No positive or significant No positive or sign	
transport network   protect the Tactran   negative effects have been   negative effects have	ave been
to the predicted region from climate identified. identified.	
effects of climate change impacts	
change 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 Will the proposal Travel Plans hold the potential ++ Not engaging in th	e -
of transport related help to reduce for significant long-term development and	delivery of
air pollution and emissions of positive impacts regarding travel plans could	result in an
improve air quality, priority pollutants climatic factors by encouraging increase of car trip	os, with long-
in particularly with in line with Scottish people to use alternatives to term negative imp	_
regards to the and European cars and, include a range of quality due to incr	
three declared Air standards (e.g., measures which encourage levels of harmful p	
Quality PM10, NOX, NO2)? people to walk, cycle, use including particula	-
Management Areas public transport and share car from road transpo	<u>-</u>
in Crieff, Dundee journeys. They can,	
and Perth subsequently, significantly	

			reduce the level of harmful pollutants, including particulate matter, from road transport.  Air Quality impacts are positive largely through contribution to modal shift away from private car journeys. Within the Tactran region, the declared AQMAs in Crieff, Dundee and Perth would benefit through reduced private car journeys.			
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?	Reduced noise levels due to reduced traffic levels.	+	Not engaging in the development and delivery of travel plans means that the negative impacts of the indiscriminate use of cars on noise pollution will remain and will, indeed, become worse.	-

	•					
Human Health	To improve quality	Will the proposal	Travel Plans hold the potential	+	Not engaging in the	-
	of life and human	promote social	for long-term positive impacts		development and delivery of	
	health by	inclusion and	with regard to human health.		travel plans could result in an	
	promoting active	improve access to	They are aimed to encourage		increase of car trips at the	
	lifestyles and	services, including	people to use alternatives to		expense of active travel.	
	increasing	healthcare, and	cars and, include a range of		Increasing volumes of car traffic	
	sustainable access	opportunities,	measures which encourage		present a barrier to people to	
	for all to essential	especially for those	people to walk, cycle, use		travel more actively more often	
	services (including	without a private	public transport and share car		and encourage a more	
	healthcare),	car?	journeys.		sedentary travel behaviour,	
	employment and	Will the proposal	They can, subsequently, help to		with negative impacts on	
	the natural	reduce the	reduce emissions and improve		human health.	
	environment	likelihood of	air quality, with long-term			
		transport-related	positive impacts to human		An increased number in car	
		road accidents and	health. They also encourage		trips can also result in	
		casualties?	people to travel more actively		increased pollution levels that	
			more often.		are damaging to human health.	
	To promote, invest	Will the proposal	Proposals may include changes		Not engaging in the	
	in, build and	protect and	to the public realm in the area		development and delivery of	
	maintain	enhance the	immediately surrounding the		travel plans and changes to the	
	infrastructure to	character, integrity	school to improve visual		public realm could result in an	
	support the	and liveability of	attractiveness. The aim of this is		increase of car trips,	
	development of	the towns and	to create a place that is		contributing to congestion and	
	high-quality places	villages and, rural	enjoyable to be in and which		reduced journey time	
		communities across	fosters greater social		reliability. Not engaging in the	
		the region?	interactions, such as between		development and delivery of	
		Will the proposal	parents, between members of		travel plans also supports car-	
		improve the public	the school community and local		dependent developments	
		realm by improving	residents etc.		difficult to access by those	
		the public realm			without a car. There could	
		and access?	Small scale opportunities for		therefore be a long-term	
			play should be included to		negative impact on human	
			make the last section of the		health.	

			journey more fun and subsequently encourage active modes of transport.			
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?	Travel Plans hold the potential for long-term positive impacts with regard to the population. They are aimed to encourage people to use alternatives to cars and, include a range of measures which encourage people to walk, cycle, use public transport and share car journeys.  By encouraging travel by active travel and public transport, they can help reduce congestion and improve journey time reliability. By raising awareness of and facilitating travel by alternative modes, they can help promote social inclusion, ensuring that sites are less car-orientated and accessible by a variety of modes.	++	Not engaging in the development and delivery of travel plans could result in an increase of car trips, contributing to congestion and reduced journey time reliability. Not engaging in the development and delivery of travel plans also supports cardependent developments difficult to access by those without a car. There could therefore be a long-term negative impact on the population.	
Geology and Soil	To safeguard and improve soil quality, particularly high value agricultural land	Does the proposal cause soil sealing and compaction?  Does the proposal result in the release	Travel Plans hold the potential for long-term positive impacts on soil. They are aimed to encourage people to use alternatives to cars and, include	+	Not engaging in the development and delivery of travel plans could result in long-term negative impacts on soil arising from the increased	-

	and carbon rich soil	of substances that	a range of measures which		development footprint and	
	and peatland	could potentially	encourage people to walk,		subsequent land take for	
	habitats	contaminate the	cycle, use public transport and		transport related	
	nasicaes	soil?	share car journeys.		infrastructure. Any negative	
		Does the proposal	Januare dan jeurneya.		impacts on air quality arising	
		ensure that	They, subsequently, help to		from this objective will also	
		possible	reduce the development		negatively impact on soil as a	
		contamination will	footprint required for new		result of increased air pollution.	
		be properly	developments, reducing land		,	
		remediated and	take. Any positive impacts on			
		not impact upon on	air quality arising from this			
		sensitive receptors,	objective will also benefit soil			
		such as surface	by reducing air pollution, with			
		water and	long-term positive impacts.			
		groundwater?				
	To protect sites	Will the proposal	No positive or significant		No positive or significant	
	designated for their	protect and	negative effects have been		negative effects have been	
	geological interest	enhance sites,	identified.		identified.	
		designated for their				
		geological interest?				
Water	To protect,	Does the proposal	Reducing transport related	+	No positive or significant	0
	maintain and	result in the release	emissions indirectly has the		negative effects have been	
	improve the quality	of water-borne	potential to improve water		identified.	
	of water	pollution into	quality.			
	environment and	watercourses,				
	wetlands that could	groundwater or				
	be directly or	reservoirs?				
	indirectly affected	Does the proposal				
	by transport	increase the				
	infrastructure and	amount of surface				
	protect against the	water run-off into				
	risk of flooding	water				
		environment? Or				

		increase the risk of flooding?  Does the proposal physically impact on a watercourse?				
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?	Travel Plans hold the potential for long-term. They are aimed to encourage people to use alternatives to cars and, include a range of measures which encourage people to walk, cycle, use public transport and	+	Not engaging in the development and delivery of travel plans could result in long-term negative impacts on material assets arising from the increased number of car trips and subsequent high use of	-
	To reduce the use of natural resources	Does the proposal allow for the sustainable use of natural resources?	share car journeys.  By encouraging a more efficient sustainable use of the regional transport infrastructure, they can bring long-term positive benefits to material assets.		transport related infrastructure, thus reducing their lifespan.	

Delivery Theme: Influ	uencing travel choices	and behaviour				
Proposal relevant to	the RTS 2024 – 2034: F	Promote LiftShare and	Ride Sharing schemes			
SEA Theme	Objectives	Will the delivery theme?	Assessment – Preferred Option (with RTS)	Score	Assessment – Alternative Option (without RTS)	Score
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?	Increased levels of car sharing hold the potential for a long-term positive impact on biodiversity through reducing traffic, thus resulting in less run-off from roads, less air pollution, less noise pollution, less light pollution etc. All of which can have a damaging and disruptive impact on species.	+	Not promoting and supporting car sharing could result in an increased number of car trips, resulting from the high number of single occupancy car trips undertaken within the region, with long-term negative impacts on biodiversity due to increased run-off from roads, increased air pollution, increased light pollution etc. All of which can have a damaging and disruptive impact on species.	•
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?	Minor benefits from a reduced number of single occupancy car trips and a subsequent reduction in the numbers of vehicles on the road and vehicle kilometres driven.	+	Minor disbenefits from a continued increasing number of single occupancy car trips and a subsequent increase in the numbers of vehicles on the road and vehicle kilometres driven.	-

C. It. and the disc	T =	AACH II	NAC In Cit - C		A	
Cultural Heritage	To protect and	Will the proposal	Minor benefits from a reduced	+	An increase in the number of	-
	enhance historic	protect and	number of single occupancy car		car trips and the subsequent	
	and archaeological	enhance sites,	trips and a subsequent		number of vehicles on the road	
	sites and other	features and areas	reduction in the numbers of		and kilometres driven could	
	culturally and	of historical,	vehicles on the road and vehicle		accelerate the deterioration of	
	historically	archaeological and	kilometres driven.		the heritage because of the	
	important features,	cultural value?			increasing levels of pollutants.	
	landscapes and	Will the proposal	This could result in less damage		It could also detract from the	
	their settings.	help to improve the	of the heritage from reduced		setting of such sites, with long-	
		wider historic	levels of traffic related		term negative impacts.	
		environment and	pollutants. It could improve the			
		sense of place?	setting of such sites, with long-			
		Will the proposal	term positive impacts on the			
		improve access to	cultural heritage.			
		sites of historic				
		and/or cultural				
		interest?				
Climate Change	To reduce	Will the proposal	Increased levels of car sharing	+	Not promoting and supporting	-
	greenhouse gas	help to reduce	hold the potential for a long-		car sharing could result in an	
	emissions from	emissions of	term positive impact on climate		increased number of car trips,	
	transport	greenhouse gases	change through reducing		resulting from the high number	
		and, help Scotland	traffic, thus resulting in less		of single occupancy car trips	
		meet its emission	traffic related carbon		undertaken within the region,	
		targets?	emissions. Furthermore, they		with long-term negative	
			also significantly increase car		impacts on climate change due	
			occupancy and reduce		to increased levels of transport	
			emissions per kilometre.		related carbon emissions, with	
					a long-term negative impact.	
			As important, car sharing			
			schemes also encourage a			
			behavioural shift towards multi-			
			modal, sustainable transport			

	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?	which complements public transport and active travel.  No positive or significant negative effects have been identified.		No positive or significant negative effects have been identified.	
		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, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth	Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	Increased levels of car sharing hold the potential for a long-term positive impact on air quality through reducing traffic, thus resulting in less traffic related pollutants. Furthermore, while long-distance car-sharing services do compete with rail and coach services they also significantly increase car occupancy and reduce emissions per kilometre.	+	Not promoting and supporting car sharing could result in an increased number of car trips, resulting from the high number of single occupancy car trips undertaken within the region, with long-term negative impacts on climate change due to increased levels of transport related pollutants, with a long-term negative impact.	-

			Air Quality impacts are positive largely through contribution to modal shift away from individual private car journeys. Within the Tactran region, the declared AQMAs in Crieff, Dundee and Perth would benefit through reduced private car journeys.			
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?	Reduced noise levels due to reduced traffic levels.	+	Not promoting and supporting car sharing schemes means that the negative impacts of the indiscriminate use of cars on noise pollution will remain and will, indeed, become worse.	-
Human Health	To improve quality of life and human health by	Will the proposal promote social inclusion and	Increased levels of car sharing hold the potential for a long-term positive impact on human	+	Not promoting and supporting car sharing could result in an increased number of car trips,	-

	promoting active	improve access to	health through reducing the		resulting from the high number	
	lifestyles and	services, including	number of cars on the roads		of single occupancy car trips	
	•		and the number of kilometres			
	increasing sustainable access	healthcare, and			undertaken within the region,	
		opportunities,	travelled. This, subsequently,		with long-term negative	
	for all to essential	especially for those	means a reduction in the levels		impacts on human health due	
	services (including	without a private	of harmful pollutants emitted		to increased levels of transport	
	healthcare),	car?	from road transport and a		related pollutants, with a long-	
	employment and	Will the proposal	reduction in the number of		term negative impact.	
	the natural	reduce the	traffic accidents.			
	environment	likelihood of				
		transport-related				
		road accidents and				
		casualties?				
	To promote, invest	Will the proposal	Townscapes, streetscapes and		As above.	
	in, build and	protect and	heritage conversation will			
	maintain	enhance the	benefit from less car dominated			
	infrastructure to	character, integrity	public realms.			
	support the	and liveability of				
	development of	the towns and				
	high-quality places	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	Will the proposal	Increased levels of car sharing	+	Not promoting and supporting	_
. Spaidtion	of life and human	promote social	hold the potential for a long-	· ·	car sharing could result in an	
	health by	inclusion and	term positive impact on the		increased number of car trips,	
	promoting active	improve access to	population through reducing		resulting from the high number	
	lifestyles and	key services and	the number of single occupancy		of single occupancy car trips	
	· ·		car trips, thus reducing		undertaken within the region,	
	increasing	opportunities,	car trips, trius reducing		undertaken within the region,	

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	sustainable access	especially for those	congestion and allowing the		with long-term negative	
	for all to essential	without a private	transport infrastructure to		impacts on the population.	
	services (including	car?	operate more efficiently.		Leading to more congestion	
	healthcare),	Will the proposal			and unreliable journey times.	
	employment and	help to improve				
	the natural	access to				
	environment	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	Does the proposal	A reduced number of single	+	Increased air pollution resulting	-
	improve soil	cause soil sealing	occupancy car trips and a		from the increased number of	
	quality, particularly	and compaction?	subsequent reduction in the		car trips and the increase in the	
	high value	Does the proposal	numbers of vehicles on the		vehicle kilometres driven will	
	agricultural land	result in the release	road and vehicle kilometres		have a long-term negative	
	and carbon rich soil	of substances that	driven will realise		impact on soil.	
	and peatland	could potentially	improvements to local air		·	
	habitats	contaminate the	quality. Any air quality			
		soil?	improvements arising from this			
		Does the proposal	objective will reduce the			
		ensure that	impacts of air pollution on soil.			
		possible	,			
		contamination will				
		be properly				
		remediated and				
	1	. cinculated dila				

		not impact upon on				
		sensitive receptors,				
		such as surface				
		water and				
		groundwater?				
	To protect sites	Will the proposal				
	designated for their	protect and				
	geological interest	enhance sites,				
		designated for their				
		geological interest?				
Water	To protect,	Does the proposal	Reducing transport related	+	No positive or significant	0
	maintain and	result in the release	emissions indirectly has the		negative effects have been	
	improve the quality	of water-borne	potential to improve water		identified.	
	of water	pollution into	quality.			
	environment and	watercourses,				
	wetlands that could	groundwater or				
	be directly or	reservoirs?				
	indirectly affected	Does the proposal				
	by transport	increase the				
	infrastructure and	amount of surface				
	protect against the	water run-off into				
	risk of flooding	water				
		environment? Or				
		increase the risk of				
		flooding?				
		Does the proposal				
		physically impact				
		on a watercourse?				
Material assets	To promote and	Will the proposal	Increased levels of car sharing	+	Not promoting and supporting	_
	improve the	provide adequate	hold the potential for a long-		car sharing could result in an	
	sustainable use and	transport choices	term positive impact on		increased number of car trips,	
	management of the	that meet the	material assets through		resulting from the high number	
	transport network	needs of the	reducing the number of single		of single occupancy car trips	

	people within the	occupancy car trips, thus	undertaken within the region,
	Tactran region?	reducing congestion and	with long-term negative
To reduce the use	Does the proposal	allowing the transport	impacts on material assets.
of natural	allow for the	infrastructure to operate more	Leading to more congestion
resources	sustainable use of	efficiently.	and unreliable journey times.
	natural resources?		

Delivery Theme: Infl	uencing travel choices	and behaviour				
Proposal relevant to	the RTS 2024 – 2034: \	Workplace Parking Levy	y / Congestion Charges			
SEA Theme	Objectives	Will the delivery theme?	Assessment – Preferred Option (with RTS)	Score	Assessment – Alternative Option (without RTS)	Score
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?	No positive or significant negative effects have been identified.	0	No positive or significant negative effects have been identified.	0
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	Reduced number of car trips resulting in a reduced number of parking spaces will have a long-term positive impact on the streetscapes, townscapes and landscapes, especially in conservation areas and other	+	Parking detracts from the settings of streetscapes, townscapes and landscapes within the region.	-

		areas of valuable landscapes?	areas noted for their local distinctiveness.			
Cultural Heritage	To protect and enhance historic and archaeological sites and other culturally and historically important features, landscapes and their settings.	Will the proposal protect and enhance sites, features and areas of historical, archaeological and cultural value? 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?	Improved setting of heritage assets. Such sites will benefit from less car dominated public realms, especially in conservation areas and other areas noted for their local distinctiveness.  Such schemes further hold the potential for minor long-term positive impacts regarding protecting and enhancing the cultural heritage by reducing traffic related pollutants with the latter causing serious corrosion effects on stone, wood, metals, paints and other materials on the surface of the heritage through acidification reactions and oxidation reactions.  An adequate supply of appropriate parking in the vicinity of culturally and historically important features will improve access to such sites.	++	Parking detracts from the settings of streetscapes, townscapes and landscapes within the region.	
Climate Change	To reduce greenhouse gas	Will the proposal help to reduce emissions of	Such schemes could lead to more people to travel by active and sustainable modes more	++	The oversupply of free parking is a considerable public subsidy that makes driving less	-

emissions from	greenhouse gases	often, with an associated	expensive than it should be,
transport	and, help Scotland	reduction in car trips and	further skewing travel choices,
	meet its emission	subsequently reduced carbon	with long-term negative
	targets?	emissions and air pollutants,	impacts on air quality.
		with long-term positive impacts	
		on climate change.	
		Less polluting vehicles in town	
		and city centres and an	
		associated reduction in carbon	
		emissions and air pollution.	
		Preliminary results from the	
		introduction of the Ultra LEZ in	
		London show that	
		approximately 13,500 fewer	
		polluting cars enter the zone	
		each day <sup>5</sup> , with 77% of vehicles	
		entering the zone now meeting	
		the clean emissions standards.	
To adapt the	Will the proposal	No positive or significant	No positive or significant
transport network	protect the Tactran	negative effects have been	negative effects have been
to the predicted	region from climate	identified.	identified.
effects of climate	change impacts		
change	and help the region		
	function during		
	extreme weather		
	events?		
	Will the proposal		
	improve access to		
	services during		

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<sup>&</sup>lt;sup>5</sup> https://www.london.gov.uk/WHAT-WE-DO/environment/environment-publications/central-london-ulez-six-month-report

		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, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth	Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	Reduced number of car journeys and subsequently reduced carbon emissions and air pollutants, with increased bus, rail and active travel use.  Air quality and improving air quality are a large part of the RTS, to improve health. This includes support for demand management measures such as the Low Emission Zone in Dundee and other measures to encourage a behavioural change and modal shift.  Air Quality impacts are positive largely through contribution to modal shift away from individual private car journeys. Within the Tactran region, the declared AQMAs in Crieff, Dundee and Perth would benefit through reduced private car journeys.	++	The oversupply of free parking is a considerable public subsidy that makes driving less expensive than it should be, further skewing travel choices, with long-term negative impacts on air quality.	-

<sup>&</sup>lt;sup>6</sup> http://content.tfl.gov.uk/congestion-charge-factsheet.pdf

<sup>7</sup> https://www.london.gov.uk/WHAT-WE-DO/environment/environment-publications/central-london-ulez-six-month-report

			77% of vehicles entering the zone now meeting the clean emissions standards. A potentially negative impact on air quality elsewhere if journeys are redistributed away from the zone. However, preliminary results from the introduction of the London Ultra LEZ show no increase in pollution around the ULEZ boundary.			
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?	Reduced noise levels due to reduced traffic levels.	+	The oversupply of free parking is a considerable public subsidy that makes driving less expensive than it should be, further skewing travel choices, with long-term negative impacts on noise pollution.	-
		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	Will the proposal	Overall improved health and	++	The oversupply of free parking	I
Traman ricaren	of life and human	promote social	wellbeing outcomes because of	• • •	is a considerable public subsidy	
	health by	inclusion and	reduced pollution, improved air		that makes driving less	
	promoting active	improve access to	quality and increased levels of		expensive than it should be,	
	lifestyles and	services, including	active travel use, with long-term		further skewing travel choices,	
	increasing	healthcare, and	positive impacts on human		,	
	sustainable access	•	health.		with long-term negative	
		opportunities,	neaith.		impacts on human health.	
	for all to essential	especially for those	Tunnanant for Landon			
	services (including	without a private	Transport for London			
	healthcare),	car?	established that with the			
	employment and	Will the proposal	introduction of the congestion			
	the natural	reduce the	charge in London, levels of			
	environment	likelihood of	cycling within the congestion			
		transport-related	zone increased by 66% after			
		road accidents and	implementation of the scheme			
		casualties?	with the associated health			
			benefits. It should be noted,			
			though, that the			
			implementation of the			
			congestion zone was			
			supplemented with significant			
			investment in respective cycling			
			infrastructure.			
			The introduction of the			
			congestion zone in London			
			resulted in a 25% increase in bus			
			patronage entering the zone <sup>8</sup> .			
			Reduce accidents, particularly			
			within centres due to reduced			
			within tenties due to reduced			

<sup>&</sup>lt;sup>8</sup> IBID

	To promote, invest in, build and maintain infrastructure to support the development of high-quality places	Will the proposal protect and enhance the character, integrity and liveability 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?	traffic levels and reduced traffic cruising for parking.  Increased levels of traffic and traffic cruising in areas outside the charging zone may result in a greater number of accidents in those areas.  Less car dominated streetscapes and townscapes would help to improve both formal and informal surveillance including a higher number of people using the public realm.		As above.	
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	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	By reversing the collectivizing of the cost of parking to provide everyone to park free at everyone else's expense holds the potential for a long-term positive impact on the population.  While current parking policies realise a local benefit—ample	++	The oversupply of free parking is a considerable public subsidy that makes driving less expensive than it should be, further skewing travel choices, with long-term negative impacts on the population.	-

	the natural environment	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?	free parking— they harm the wider cities / towns / villages.  Free parking increases the demand for cars, and more cars increase traffic congestion, air pollution, and energy consumption. More traffic congestion in turn spurs the search for more local improvements, such as street widenings and even higher demand for parking.  Oversupply of free parking quietly create wider problems that are far worse than the local ones they are meant to solve.  A shift in existing parking policies will have a long-term positive impact on the			
Geology and Soil	To safeguard and improve soil quality, particularly high value agricultural land and carbon rich soil and peatland habitats	Does the proposal cause soil sealing and compaction?  Does the proposal result in the release of substances that could potentially contaminate the soil?	population.  A reduced number of car trips and a subsequent reduction in the numbers of vehicles on the road and vehicle kilometres driven will realise improvements to local air quality. Any air quality improvements arising from this	+	Increased air pollution resulting from the increased number of car trips and the increase in the vehicle kilometres driven will have a long-term negative impact on soil.	-

		Doos the proposal	abiactive will raduce the			
		Does the proposal	objective will reduce the			
		ensure that	impacts of air pollution on soil.			
		possible				
		contamination will				
		be properly				
		remediated and				
		not impact upon on				
		sensitive receptors,				
		such as surface				
		water and				
		groundwater?				
	To protect sites	Will the proposal				
	designated for their	protect and				
	geological interest	enhance sites,				
		designated for their				
		geological interest?				
Water	To protect,	Does the proposal	Reducing transport related	+	No positive or significant	0
	maintain and	result in the release	emissions indirectly has the		negative effects have been	
	improve the quality	of water-borne	potential to improve water		identified.	
	of water	pollution into	quality.			
	environment and	watercourses,				
	wetlands that could	groundwater or				
	be directly or	reservoirs?				
	·	Does the proposal				
	· ·	· ·				
	infrastructure and					
	-					
		flooding?				
	be directly or indirectly affected by transport	reservoirs?  Does the proposal increase the amount of surface water run-off into water environment? Or increase the risk of				

		Does the proposal physically impact on a watercourse?				
Material assets	To promote and improve the sustainable use and management of the transport network  To reduce the use of natural resources	Will the proposal provide adequate transport choices that meet the needs of the people within the Tactran region?  Does the proposal allow for the sustainable use of natural resources?	Respective schemes hold the potential for long-term benefits. They are aimed to encourage people to use alternatives to cars and, include a range of measures which encourage people to walk, cycle, use public transport and share car journeys.  By encouraging a more efficient sustainable use of the regional transport infrastructure, they can bring long-term positive benefits to material assets.	+	Not engaging in respective schemes could result in long-term negative impacts on material assets arising from the increased number of car trips and subsequent high use of transport related infrastructure, thus reducing their lifespan.	-

Delivery Theme: Influ	Delivery Theme: Influencing travel choices and behaviour							
Proposal relevant to	the RTS 2024 – 2034: F	Public parking charges	/ Reduction of the number of both	on-street	and off-street parking spaces			
SEA Theme	Objectives	Will the delivery	Assessment – Preferred Option	Score	Assessment – Alternative	Score		
		theme?	(with RTS)		Option (without RTS)			
Biodiversity, Flora	To protect,	Will the proposal	No positive or significant	0	No positive or significant	0		
and Fauna	maintain and	cause disturbance	negative effects have been		negative effects have been			
	enhance	or damage to any	identified.		identified.			
	biodiversity and	protected species						
	ecosystem services,	or habitat?						
	avoiding damage to	Will the proposal						
	or loss of	protect and						
	designated and	enhance the quality						
	undesignated	and extent of						
	wildlife sites and	designated and						
	protected species	undesignated sites?						
		Will the proposal						
		result in a greener						
		public realm,						
		resulting in a net						
		gain of						
		biodiversity?						
Landscape	To safeguard and	Will the proposal	With the aim to minimise the	++	The oversupply of free parking is			
	enhance the	protect and	negative impacts of parking on		a considerable public subsidy			

	Τ	Ι.	<u> </u>		I.,	
	character and	enhance the	streetscapes and townscapes,		that makes driving less	
	diversity of the	character and	this will have a long-term impact		expensive than it should be,	
	landscape and	integrity of the	on the character of the villages,		further skewing travel choices,	
	areas of valuable	distinctive	towns and cities within the		with long-term negative	
	landscape	landscapes and	region, especially in		impacts on landscape.	
		areas of valuable	conservation areas and other			
		landscapes?	areas noted for their			
			distinctiveness.			
Cultural Heritage	To protect and	Will the proposal	Improved setting of heritage	+	Parking detracts from the	-
	enhance historic	protect and	assets. Such sites will benefit		settings of culturally and	
	and archaeological	enhance sites,	from less car dominated public		historically important sites and	
	sites and other	features and areas	realms, especially in		can have a subsequent negative	
	culturally and	of historical,	conservation areas and other		impact on such sites.	
	historically	archaeological and	areas noted for their local		·	
	important features,	cultural value?	distinctiveness.			
	landscapes and	Will the proposal				
	their settings.	help to improve the	An adequate number of			
		wider historic	appropriately priced parking			
		environment and	spaces in the vicinity of such			
		sense of place?	sites will, however, improve			
		Will the proposal	access to them.			
		improve access to				
		sites of historic				
		and/or cultural				
		interest?				
Climate Change	To reduce	Will the proposal	With the aim to shift especially	++	The oversupply of free parking is	-
	greenhouse gas	help to reduce	short trips to active and		a considerable public subsidy	
	emissions from	emissions of	sustainable modes, this will		that makes driving less	
	transport	greenhouse gases	have a long-term positive		expensive than it should be,	
		and, help Scotland	impact on climate change by		further skewing travel choices,	
		meet its emission	reducing the number of car trips		with long-term negative	
		targets?	and the vehicle kilometres		impacts on climate change.	
			driven. The subsequent		paces on chinace change.	
			arriveri. The subsequent			

	1	Ι			<u> </u>	
			reduction in carbon emissions			
			will have a long-term positive			
			impact on climate change.			
	To adapt the	Will the proposal	No positive or significant		No positive or significant	
	transport network	protect the Tactran	negative effects have been		negative effects have been	
	to the predicted	region from climate	identified.		identified.	
	effects of climate	change impacts and				
	change	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	Will the proposal	Encouraging especially short	++	The oversupply of free parking is	-
	of transport related	help to reduce	trips to shift to active and		a considerable public subsidy	
	air pollution and	emissions of	sustainable modes will have		that makes driving less	
	improve air quality,	priority pollutants	long-term positive impacts on		expensive than it should be,	
	in particularly with	in line with Scottish	air quality by reducing the		further skewing travel choices,	
	regards to the three	and European	number of car trips and the		with long-term negative	
	declared Air Quality	standards (e.g.,	vehicle kilometres driven. The		impacts on air quality.	
	Management Areas	PM10, NOX, NO2)?				
	in Crieff, Dundee		subsequent reduction in			
	and Perth		emitted pollutants will have a			
	·		long-term positive impact on air			

			quality. Especially in areas that have been declared Air Quality Management Areas.  Although some potentially negative impacts on air quality and congestion elsewhere if journeys are redistributed. As with all demand management policies, ensuring that congestion, additional parking, and general intensification effects of private car journeys will be essential to avoid problems simply being shifted to boundary areas.			
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	Reduced noise levels due to reduced traffic levels.  Although some potentially negative impacts on air quality and congestion elsewhere if journeys are redistributed. As with all demand management policies, ensuring that congestion, additional parking, and general intensification effects of private car journeys will be essential to avoid problems simply being shifted to boundary areas.	+	The oversupply of parking is a considerable public subsidy that makes driving less expensive than it should be, further skewing travel choices, with long-term negative impacts on noise pollution.	

	1	T	1	T		
		communities and				
		those groups at				
		risk?				
Human Health	To improve quality	Will the proposal	Overall improved health and	++	The oversupply of free parking is	-
	of life and human	promote social	wellbeing outcomes because of		a considerable public subsidy	
	health by	inclusion and	reduced pollution, improved air		that makes driving less	
	promoting active	improve access to	quality and increased levels of		expensive than it should be,	
	lifestyles and	services, including	active travel use, with long-term		further skewing travel choices,	
	increasing	healthcare, and	positive impacts on human		with long-term negative	
	sustainable access	opportunities,	health.		impacts on human health.	
	for all to essential	especially for those				
	services (including	without a private	The charging scheme that was			
	healthcare),	car?	introduced in Durham in 2012			
	employment and	Will the proposal	resulted in a 10% increase of			
	the natural	reduce the	pedestrians <sup>9 10</sup> .			
	environment	likelihood of	·			
		transport-related	An adequate supply of short			
		road accidents and	stay parking close to healthcare			
		casualties?	services will improve access to			
			such services, especially for			
			those who find it difficult to			
			walk, cycle or use public			
			transport.			
			A reduction in traffic volumes			
			and subsequent car kilometres			
			is likely to reduce the number of			
			road accidents.			
			Toda dolidellis.			
<u>L</u>						

https://www.ciht.org.uk/media/8057/durham\_city\_centre\_road\_charging\_scheme.pdf
 https://www.durham.gov.uk/article/3437/Durham-Road-User-Charge-Zone-congestion-charge

	To promote, invest in, build and maintain infrastructure to support the development of high-quality places	Will the proposal protect and enhance the character, integrity and liveability 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?	Increased levels of traffic and traffic cruising in areas outside the charging zone may result in a greater number of accidents in those areas. As with all demand management policies, ensuring that congestion, additional parking, and general intensification effects of private car journeys will be essential to avoid problems simply being shifted to boundary areas.  Major positive impact. Potential to reallocate spaces used for parking for clear walking routes, cycle hire facilities, bus connections and an attractive, accessible and inclusive public realm, rather than for car parking.		Without respective interventions, streets, town centres and communities will continue to be traffic dominated, noisy and polluted, which impacts on residents' quality of life.	
Population	To improve quality of life and human health by promoting active lifestyles and increasing sustainable access	Will the proposal promote social inclusion and improve access to key services and opportunities,	As above.	++	As above.	-

	for all to essential	without a private				
	services (including	•				
	healthcare),	Will the proposal				
	employment and					
	the natural	access to				
	environment	greenspaces both				
	environment	for recreational and				
		health benefits?				
		Will the proposal				
		help to support an				
		ageing population				
		by providing				
		appropriate				
		transport choices to				
	- C   I	meet their needs?				
Geology and Soil	To safeguard and	Does the proposal	A reduced number of car trips	+	Increased air pollution resulting	-
	improve soil		and a subsequent reduction in		from the increased number of	
	quality, particularly	<u>'</u>	the numbers of vehicles on the		car trips and the increase in the	
	high value	Does the proposal	road and vehicle kilometres		vehicle kilometres driven will	
	agricultural land	result in the release	driven will realise benefits to		have a long-term negative	
	and carbon rich soil		local air quality. Any air quality		impact on soil.	
	and peatland	' '	improvements arising from this			
	habitats	contaminate the	objective will reduce the			
		soil?	impacts of air pollution on soil.			
		Does the proposal				
		ensure that				
		possible				
		contamination will				
		be properly				
		remediated and not				
		impact upon on				
		sensitive receptors,				
		such as surface				

		water and				
	To much of all and	groundwater?				
	To protect sites designated for their	Will the proposal protect and				
	geological interest	protect and enhance sites,				
	geological interest	designated for their				
		geological interest?				
Water	To protect,	Does the proposal	Reducing transport related	+	No positive or significant	0
	maintain and	result in the release	emissions indirectly has the		negative effects have been	
	improve the quality	of water-borne	potential to improve water		identified.	
	of water	pollution into	quality.			
	environment and	watercourses,				
	wetlands that could	groundwater or	Opportunity to adopt			
	be directly or	reservoirs?	sustainable drainage options			
	indirectly affected	Does the proposal	and incorporate blue-green			
	by transport	increase the	infrastructure to the design of			
	infrastructure and	amount of surface	remaining car parking spaces			
	protect against the	water run-off into	within the region.			
	risk of flooding	water				
		environment? Or				
		increase the risk of				
		flooding?				
		Does the proposal				
		physically impact				
Material assets	To promote and	on a watercourse?  Will the proposal	Developing an appropriate car	+	The oversupply of free parking is	_
iviaterial assets	improve the	provide adequate	parking scheme holds the		a considerable public subsidy	-
	sustainable use and	transport choices	potential for long-term benefits.		that makes driving less	
	management of the	that meet the	They are aimed to encourage		expensive than it should be,	
	transport network	needs of the people	people to use alternatives to		further skewing travel choices,	
		within the Tactran	cars and, include a range of		with long-term negative	
		region?	measures which encourage		impacts on material assets.	

To reduce the use of natural resources	Does the proposal allow for the sustainable use of natural resources?	people to walk, cycle, use public transport and share car journeys.	In fact, cruising for parking results in a tremendous amount of excess driving and all of its associated negative impacts —
	naturar resources:	By encouraging a more efficient sustainable use of the regional transport infrastructure, they can bring long-term positive benefits to material assets.	including congestion.

Delivery Theme: Influ	Delivery Theme: Influencing travel choices and behaviour						
Proposal relevant to	Proposal relevant to the RTS 2024 – 2034: Reallocation of carriageway						
SEA Theme	Objectives	Will the delivery	Assessment – Preferred Option	Score	Assessment – Alternative	Score	
		theme?	(with RTS)		Option (without RTS)		
Biodiversity, Flora	To protect,	Will the proposal	No positive or significant	0	No positive or significant	0	
and Fauna	maintain and	cause disturbance	negative effects have been		negative effects have been		
	enhance	or damage to any	identified.		identified.		
	biodiversity and	protected species					
	ecosystem services,						
		Will the proposal					
	or loss of	protect and					
	designated and	enhance the quality					
	undesignated	and extent of					
	wildlife sites and	designated and					
	protected species	undesignated sites?					
		Will the proposal					
		result in a greener					
		public realm,					
		resulting in a net					
		gain of					
		biodiversity?					

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Landscape	To safeguard and	Will the proposal	Reduced number of cars	+	No positive or significant	0
	enhance the	protect and	resulting from reallocation of		negative effects have been	
	character and	enhance the	carriageway will have a long-		identified.	
	diversity of the	character and	term positive impact on the			
	landscape and	integrity of the	streetscapes, townscapes and			
	areas of valuable	distinctive	landscapes, especially in			
	landscape	landscapes and	conservation areas and other			
		areas of valuable	areas noted for their local			
		landscapes?	distinctiveness.			
Cultural Heritage	To protect and	Will the proposal	Reduced number of cars	+	No positive or significant	0
	enhance historic	protect and	resulting from reallocation of		negative effects have been	
	and archaeological	enhance sites,	carriageway will have a long-		identified.	
	sites and other	features and areas	term positive impact on the			
	culturally and	of historical,	streetscapes, townscapes and			
	historically	archaeological and	landscapes, especially in			
	important features,	cultural value?	conservation areas and other			
	landscapes and	Will the proposal	areas noted for their local			
	their settings.	help to improve the	distinctiveness.			
		wider historic				
		environment and				
		sense of place?				
		Will the proposal				
		improve access to				
		sites of historic				
		and/or cultural				
		interest?				
Climate Change	To reduce	Will the proposal	Supressed demand for active	+	No positive or significant	0
	greenhouse gas	help to reduce	and sustainable travel will be		negative effects have been	
	emissions from	emissions of	released through reallocated		identified.	
	transport	greenhouse gases	carriageway to improve walking			
	i ansport	and, help Scotland	and cycling infrastructure, as			
		meet its emission	well as to implement public			
		targets?	transport priority measures and			
		tuigets:	transport priority measures and			

	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?	improve interchanges such as bus stops and railway stations, with a long-term positive impact on climate change.  No positive or significant negative effects have been identified.		No positive or significant negative effects have been identified.	
Air Quality	To reduce all forms of transport related air pollution and improve air quality, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth	Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	Supressed demand for active and sustainable travel will be released through reallocated carriageway to improve walking and cycling infrastructure, as well as to implement public transport priority measures and improve interchanges such as bus stops and railway stations,	+	No positive or significant negative effects have been identified.	0

			with a long-term positive impact on air quality.  Although some potentially negative impacts on air quality and congestion elsewhere if journeys are redistributed. As with all demand management policies, ensuring that congestion and general intensification effects of private car journeys will be essential to avoid problems simply being shifted to boundary areas.			
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	Reduced noise levels due to reduced traffic levels.  Although some potentially negative impacts on air quality and congestion elsewhere if journeys are redistributed. As with all demand management policies, ensuring that congestion and general intensification effects of private car journeys will be essential to avoid problems simply being shifted to boundary areas.	+	No positive or significant negative effects have been identified.	0

		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?	A reduction in traffic volumes and subsequent car kilometres is likely to reduce the number of road accidents.  Providing for safer travel may encourage more active travel and increase the use of public transport within the region. This may result in positive effects on physical activity, providing mental and physical health benefits.  This may be of particular to adults and young people. Participation is physical activity is lower in older people (75+), unemployed and low-income groups, and people with disabilities. However, providing for safer travel may remove some barriers to active travel modes.	++	Not improving the infrastructure for active and sustainable travel could result in fewer people walking and cycling or using public transport. Indiscriminate car usage may result in less people travel more actively more often and, will also increase the levels of pollutants, with long-term negative impacts both on private and public health.	
	To promote, invest in, build and maintain infrastructure to support the development of high-quality places	protect and enhance the character, integrity and liveability of	No positive or significant negative effects have been identified.		No positive or significant negative effects have been identified.	

		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	Respective measures will support social inclusion by enabling those segments of the regional population who currently perceive the transport network as being unsafe to walk or cycle to access the nearest bus stop / train station or, indeed, travel actively all the way to key destinations within the region without anxiety.  This may be of particular to adults and young people. Participation is physical activity is lower in older people (75+), unemployed and low-income groups, and people with disabilities. However, providing for safer travel may remove some barriers to active travel modes.	+	Not improving the infrastructure for active and sustainable travel could result in fewer people walking and cycling or using public transport. Indiscriminate car usage may result in less people travel more actively more often and will also increase the levels of pollutants, with long-term negative impacts both on the population.	-
Geology and Soil	To safeguard and	meet their needs?  Does the proposal	A reduced number of car trips	+	No positive or significant	0
	improve soil quality, particularly	cause soil sealing and compaction?	and a subsequent reduction in the numbers of vehicles on the		negative effects have been identified.	

	Τ	Τ .	T	1	T	
	high value	Does the proposal	road and vehicle kilometres			
	agricultural land	result in the release	driven will realise benefits to			
	and carbon rich soil	of substances that	local air quality. Any air quality			
	and peatland	could potentially	improvements arising from this			
	habitats	contaminate the	objective will reduce the			
		soil?	impacts of air pollution on 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	Will the proposal				
	designated for their	protect and				
	geological interest	enhance sites,				
		designated for their				
		geological interest?				
Water	To protect,	Does the proposal	No positive or significant	0	No positive or significant	0
	maintain and	result in the release	negative effects have been		negative effects have been	
	improve the quality	of water-borne	identified.		identified.	
	of water	pollution into				
	environment and	watercourses,				
	wetlands that could	groundwater or				
	be directly or	reservoirs?				
	indirectly affected	Does the proposal				
	by transport	increase the				
	infrastructure and	amount of surface				
		water run-off into				
	t .	1			l.	

	protect against the risk of flooding	water environment? Or increase the risk of flooding?  Does the proposal physically impact				
Material assets	To promote and improve the sustainable use and management of the transport network  To reduce the use of natural resources	on a watercourse?  Will the proposal provide adequate transport choices that meet the needs of the people within the Tactran region?  Does the proposal allow for the sustainable use of natural resources?	Reallocation of carriageway holds the potential for long-term benefits. Respective measures are aimed to encourage people to use alternatives to cars and, include a range of measures which encourage people to walk, cycle, use public transport and share car journeys.  By encouraging a more efficient sustainable use of the regional transport infrastructure, they can bring long-term positive benefits to material assets.	+	Not engaging in respective schemes could result in long-term negative impacts on material assets arising from the increased number of car trips and subsequent high use of transport related infrastructure, thus reducing their lifespan.	-

Delivery Theme: Influ	Delivery Theme: Influencing travel choices and behaviour							
Proposal relevant to	Proposal relevant to the RTS 2024 – 2034: Rerouting of motorised traffic on longer and / or less direct routes for the benefit of the wider network							
SEA Theme	Objectives	Will the delivery	Assessment – Preferred Option	Score	Assessment – Alternative	Score		
		theme?	(with RTS)		Option (without RTS)			
Biodiversity, Flora	To protect,	Will the proposal	No positive or significant	0	No positive or significant	0		
and Fauna	maintain and	cause disturbance	negative effects have been		negative effects have been			
	enhance	or damage to any	identified.		identified.			
	biodiversity and	protected species						
	ecosystem services,	or habitat?						
	avoiding damage to	Will the proposal						
	or loss of	protect and						
	designated and	enhance the quality						
	undesignated	and extent of						
	wildlife sites and	designated and						
	protected species	undesignated sites?						
		Will the proposal						
		result in a greener						
		public realm,						
		resulting in a net						
		gain of						
		biodiversity?						

Γ	T- 6 1 1	Lagu d		T		
Landscape	To safeguard and	Will the proposal	Reduced number of cars	+	No positive or significant	0
	enhance the	protect and	resulting from rerouting of car		negative effects have been	
	character and	enhance the	traffic will have a long-term		identified.	
	diversity of the	character and	positive impact on the			
	landscape and	integrity of the	streetscapes, townscapes and			
	areas of valuable	distinctive	landscapes, especially in			
	landscape	landscapes and	conservation areas and other			
		areas of valuable	areas noted for their local			
		landscapes?	distinctiveness.			
Cultural Heritage	To protect and	Will the proposal	Reduced number of cars	+	No positive or significant	0
	enhance historic	protect and	resulting from rerouting of car		negative effects have been	
	and archaeological	enhance sites,	traffic will have a long-term		identified.	
	sites and other	features and areas	positive impact on the			
	culturally and	of historical,	streetscapes, townscapes and			
	historically	archaeological and	landscapes, especially in			
	important features,	cultural value?	conservation areas and other			
	landscapes and	Will the proposal	areas noted for their local			
	their settings.	help to improve the	distinctiveness.			
		wider historic				
		environment and				
		sense of place?				
		Will the proposal				
		improve access to				
		sites of historic				
		and/or cultural				
		interest?				
Climate Change	To reduce	Will the proposal	Supressed demand for active	+	No positive or significant	0
Cilliate Cilalige		help to reduce	and sustainable travel will be	T	negative effects have been	U
	greenhouse gas emissions from	emissions of			identified.	
			released through less car traffic		identified.	
	transport	greenhouse gases	as a result from respective			
		and, help Scotland	network management			
		meet its emission	measures to improve walking			
		targets?	and cycling infrastructure, as			

	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?	well as to implement public transport priority measures and improve interchanges such as bus stops and railway stations, with a long-term positive impact on climate change.  No positive or significant negative effects have been identified.		No positive or significant negative effects have been identified.	
Air Quality	To reduce all forms of transport related air pollution and improve air quality, in particularly with regards to the three declared Air Quality Management Areas	Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	Supressed demand for active and sustainable travel will be released through less car traffic as a result from respective network management measures to improve walking and cycling infrastructure, as	+	No positive or significant negative effects have been identified.	0

	in Crieff, Dundee and Perth		well as to implement public transport priority measures and improve interchanges such as bus stops and railway stations, with a long-term positive impact on air quality.  Although some potentially negative impacts on air quality and congestion elsewhere if journeys are redistributed. As with all demand management policies, ensuring that congestion and intensification effects of private car journeys will be essential to avoid problems simply being shifted to boundary areas.			
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	Reduced noise levels due to reduced traffic levels.  Although some potentially negative impacts on air quality and congestion elsewhere if journeys are redistributed. As with all demand management policies, ensuring that congestion and general intensification effects of private car journeys will be essential to	+	No positive or significant negative effects have been identified.	0

		health problems, particularly those in deprived / vulnerable communities and those groups at risk?	avoid problems simply being shifted to boundary areas.			
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?	A reduction in traffic volumes and subsequent car kilometres is likely to reduce the number of road accidents.  Providing for safer travel may encourage more active travel and increase the use of public transport within the region. This may result in positive effects on physical activity, providing mental and physical health benefits.  This may be of particular to adults and young people. Participation is physical activity is lower in older people (75+), unemployed and low-income groups, and people with disabilities. However, providing for safer travel may remove some barriers to active travel modes.	++	Not improving the network management to improve and promote active and sustainable travel could result in fewer people walking and cycling or using public transport. Indiscriminate car usage may result in less people travel more actively more often and will also increase the levels of pollutants, with long-term negative impacts both on private and public health.	
	To promote, invest in, build and	Will the proposal protect and	Less car dominated streetscapes and townscapes would help to		The region's high streets, town	

	maintain infrastructure to support the development of high-quality places	enhance the character, integrity and liveability of the towns and villages and, rural communities across the region?  Will the proposal	improve both formal and informal surveillance including a higher number of people using the public realm.		centres and communities are often traffic dominated, noisy and polluted, which impacts the residents' quality of life.	
		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	Respective measures will support social inclusion by enabling those segments of the regional population who currently perceive the transport network as being unsafe to walk or cycle to access the nearest bus stop / train station or, indeed, travel actively all the way to key destinations within the region without anxiety.  This may be of particular to adults and young people. Participation is physical activity is lower in older people (75+), unemployed and low-income groups, and people with disabilities. However, providing for safer travel may remove	+	Not improving the network management to improve and promote active and sustainable travel could result in fewer people walking and cycling or using public transport. Indiscriminate car usage may result in less people travel more actively more often and will also increase the levels of pollutants, with long-term negative impacts on the population within the region.	

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		transport choices to	some barriers to active travel			
		meet their needs?	modes.			
Geology and Soil	To safeguard and	Does the proposal	A reduced number of car trips	+	No positive or significant	0
	improve soil	cause soil sealing	and a subsequent reduction in		negative effects have been	
	quality, particularly	and compaction?	the numbers of vehicles on the		identified.	
	high value	Does the proposal	road and vehicle kilometres			
	agricultural land	result in the release	driven will realise benefits to			
	and carbon rich soil	of substances that	local air quality. Any air quality			
	and peatland	could potentially	improvements arising from this			
	habitats	contaminate the	objective will reduce the			
		soil?	impacts of air pollution on 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	Will the proposal				
	designated for their	protect and				
	geological interest	enhance sites,				
		designated for their				
		geological interest?				
Water	To protect,	Does the proposal	Reducing transport related	+	No positive or significant	0
	maintain and	result in the release	emissions indirectly has the		negative effects have been	
	improve the quality	of water-borne	potential to improve water		identified.	
	of water	pollution into	quality.			
	environment and	watercourses,				

	wetlands that could	groundwater	Opportunity to adopt			1
		groundwater or reservoirs?	Opportunity to adopt			
	be directly or		sustainable drainage options			
	indirectly affected	Does the proposal	and incorporate blue-green			
	by transport		infrastructure to the active and			
	infrastructure and	amount of surface	public transport networks			
	protect against the	water run-off into	within the region.			
	risk of flooding	water				
		environment? Or				
		increase the risk of				
		flooding?				
		Does the proposal				
		physically impact				
		on a watercourse?				
Material assets	To promote and	Will the proposal	Reallocation of carriageway	+	Not engaging in respective	-
	improve the	provide adequate	holds the potential for long-		schemes could result in long-	
	sustainable use and	transport choices	term benefits. Respective		term negative impacts on	
	management of the	that meet the	measures are aimed to		material assets arising from the	
	transport network	needs of the people	encourage people to use		increased number of car trips	
	·	within the Tactran	alternatives to cars and, include		and subsequent high use of	
		region?	a range of measures which		transport related infrastructure,	
	To reduce the use	Does the proposal	encourage people to walk, cycle,		thus reducing their lifespan.	
	of natural	allow for the	use public transport and share		j	
	resources	sustainable use of	car journeys.			
		natural resources?	, , , , , ,			
		Tracarar resources.	By encouraging a more efficient			
			sustainable use of the regional			
			transport infrastructure, they			
			can bring long-term positive			
			benefits to material assets.			
			Delicines to material assets.			
	1			J		

Delivery Thomas Influ	uencing travel choices	and hohaviour				
•	the RTS 2024 – 2034: F					
SEA Theme	Objectives	Will the delivery theme?	Assessment – Preferred Option (with RTS)	Score	Assessment – Alternative Option (without RTS)	Score
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,	No positive or significant negative effects have been identified.	0	No positive or significant negative effects have been identified.	0

Landscape	To safeguard and enhance the character and diversity of the landscape and areas of valuable landscape	resulting in a net gain of biodiversity?  Will the proposal protect and enhance the character and integrity of the distinctive landscapes and areas of valuable	No positive or significant negative effects have been identified.	0	No positive or significant negative effects have been identified.	0
Cultural Heritage	To protect and enhance historic and archaeological sites and other culturally and historically important features, landscapes and their settings.	landscapes?  Will the proposal protect and enhance sites, features and areas of historical, archaeological and cultural value?  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?	Reduced number of cars resulting either from a charge for the length of the trip or, for entering a respective cordon will have a long-term positive impact on the streetscapes, townscapes and landscapes, especially in conservation areas and other areas noted for their local distinctiveness.	+	No positive or significant negative effects have been identified.	0
Climate Change	To reduce greenhouse gas emissions from transport	Will the proposal help to reduce emissions of greenhouse gases	Reduced traffic levels and subsequently reduced carbon emissions and air pollutants, with increased bus, rail and	++	Not promoting and supporting road user charging schemes could result in an increased number of car trips, resulting	-

and, help Scotland	active travel use, with a long-	from the high number of single
meet its emission	term positive impact on climate	occupancy car trips undertaken
targets?	change.	within the region, with long-
		term negative impacts on
	There was a reduction in traffic	climate change due to increased
	movements into central London	levels of transport related
	in May 2019 and September	pollutants, with a long-term
	2019 of between three and nine	negative impact.
	per cent when compared to	
	2018, indicating the wider	
	benefits of the London ULEZ in	
	encouraging people to shift to	
	walking, cycling or using public	
	transport instead of driving.	
	The Congestion Charge in	
	London has helped London to	
	become the only major city in	
	the world to see a considerable	
	shift from private car use to	
	public transport, walking and	
	Less polluting and likely reduced	
	. ,	
	•	
	• •	
	from the introduction of the	
	Ultra LEZ in London shows that	
	* *	
	public transport, walking and cycling <sup>11</sup> .  Less polluting and likely reduced vehicles in the city centre and an associated reduction in tail-pipe carbon emissions and air pollution. Preliminary results from the introduction of the	

<sup>&</sup>lt;sup>11</sup> http://content.tfl.gov.uk/congestion-charge-factsheet.pdf

			each day <sup>12</sup> , with 77% of vehicles			
			entering the zone now meeting			
			the clean emissions standards.			
	To adapt the	Will the proposal	No positive or significant		No positive or significant	
	transport network	protect the Tactran	negative effects have been		negative effects have been	
	to the predicted	region from climate	identified.		identified.	
	effects of climate	change impacts and				
	change	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	Will the proposal	Reduced traffic levels and	++	No positive or significant	0
	of transport related	help to reduce	subsequently reduced carbon		negative effects have been	
	air pollution and	emissions of	emissions and air pollutants,		identified.	
	improve air quality,	priority pollutants	with increased bus, rail and			
	in particularly with	in line with Scottish	active travel use, with a long-			
	regards to the three	and European	term positive impact on climate			
	declared Air Quality	standards (e.g.,	change.			
	Management Areas	PM10, NOX, NO2)?				

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<sup>12</sup> https://www.london.gov.uk/WHAT-WE-DO/environment/environment-publications/central-london-ulez-six-month-report

<mark>in Crieff, Dundee</mark>	There was a reduction in traffic
and Perth	movements into central London
	in May 2019 and September
	2019 of between three and nine
	per cent when compared to
	2018, indicating the wider
	benefits of the London ULEZ in
	encouraging people to shift to
	walking, cycling or using public
	transport instead of driving.
	The Congestion Charge in
	London has helped London to
	become the only major city in
	the world to see a considerable
	shift from private car use to
	public transport, walking and
	cycling <sup>13</sup> .
	Less polluting and likely reduced
	vehicles in the city centre and an
	associated reduction in tail-pipe
	carbon emissions and air
	pollution. Preliminary results
	from the introduction of the
	Ultra LEZ in London shows that
	approximately 13,500 fewer
	polluting cars enter the zone
	each day <sup>14</sup> , with 77% of vehicles

http://content.tfl.gov.uk/congestion-charge-factsheet.pdf
 https://www.london.gov.uk/WHAT-WE-DO/environment/environment-publications/central-london-ulez-six-month-report

Noise and Vibration	Reduce noise and	Will the proposal	entering the zone now meeting the clean emissions standards, with a long-term positive impact on air quality.  As with all demand management policies, ensuring that congestion, additional parking, and general intensification effects of private car journeys will be essential to avoid problems simply being shifted to boundary areas.  Reduced noise levels due to	+	No positive or significant	0
	vibration associated with the transport network	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	As with all demand management policies, ensuring that congestion, additional parking, and general intensification effects of private car journeys will be essential to avoid problems simply being shifted to boundary areas.		negative effects have been identified.	
		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?	A reduction in traffic volumes and subsequent car kilometres is likely to reduce the number of road accidents, particularly within centres due to reduced traffic levels and reduced traffic cruising for parking.  Providing for safer travel may encourage more active travel and increase the use of public transport within the region. This may result in positive effects on physical activity, providing mental and physical health benefits.	++	Not promoting and supporting road user charging schemes could result in an increased number of car trips, resulting from the high number of single occupancy car trips undertaken within the region, with long-term negative impacts on human health due to increased levels of transport related pollutants and noise levels, with a long-term negative impact.	
	To promote, invest in, build and maintain infrastructure to	Will the proposal protect and enhance the character, integrity	This may be of particular benefit to adults and young people. Participation is physical activity is lower in older people (75+), unemployed and low-income groups, and people with disabilities. However, providing for safer travel may remove some barriers to active travel modes.  Significant improvements to public transport services will be required to achieve this reduction in car dependency. At		The region's high streets, town centres and communities are often traffic dominated, noisy	

	support the	and liveability of	present, many people have no		and polluted, which impacts the	
	development of	the towns and	choice but to drive, particularly		residents' quality of life.	
	high-quality places	villages and, rural	for trips within the region,			
		communities across	rather than into the city centres			
		the region?	and towns.			
		Will the proposal				
		improve the public	Significant improvements to			
		realm by improving	public transport services will be			
		the public realm	required to achieve this			
		and access?	reduction in car dependency.			
			Income from charging			
			mechanism could help fund the			
			required improvements.			
			Measures that reduce car			
			dependency will free up space			
			for essential freight and			
			business trips.			
			·			
			There are, however, potential			
			negative impacts on disabled			
			people who may continue to			
			require private and assisted car			
			journeys. This can be further			
			assessed with mitigation			
			identified through Equality			
			Impact Assessment and Health			
			Impact Assessment.			
Population	To improve quality	Will the proposal	Respective measures will	+	Not implementing road user	-
	of life and human	promote social	support social inclusion by		charging schemes to improve	
	health by	inclusion and	enabling those segments of the		and promote the active and	
	promoting active	improve access to	regional population who		sustainable travel offer within	
	lifestyles and	key services and	currently perceive the transport		the region could result in fewer	

	increasing	opportunities,	network as being unsafe to walk		people walking and cycling or	
	sustainable access	especially for those	or cycle to access the nearest		using public transport.	
	for all to essential	without a private	bus stop / train station or,		Indiscriminate car usage may	
	services (including	car?	indeed, travel actively all the		result in less people travel more	
	healthcare),	Will the proposal	way to key destinations within		actively more often and will also	
	employment and	help to improve	the region without anxiety.		increase the levels of pollutants	
	the natural	access to			and noise levels, with long-term	
	environment	greenspaces both	This may be of particular benefit		negative impacts on the	
		for recreational and	to adults and young people.		population within the region.	
		health benefits?	Participation is physical activity			
		Will the proposal	is lower in older people (75+),			
		help to support an	unemployed and low-income			
		ageing population	groups, and people with			
		by providing	disabilities. However, providing			
		appropriate	for safer travel may remove			
		transport choices to	some barriers to active travel			
		meet their needs?	modes.			
			There are, however, potential			
			negative impacts on disabled			
			people who may continue to			
			require private and assisted car			
			journeys. This can be further			
			assessed with mitigation			
			identified through Equality			
			Impact Assessment and Health			
			Impact Assessment.			
Geology and Soil	To safeguard and	Does the proposal	A reduced number of car trips	+	No positive or significant	0
	improve soil	cause soil sealing	and a subsequent reduction in		negative effects have been	
	quality, particularly	and compaction?	the numbers of vehicles on the		identified.	
	high value	Does the proposal	road and vehicle kilometres			
	agricultural land	result in the release	driven will realise benefits to			
	and carbon rich soil	of substances that	local air quality. Any air quality			

	and neatland	could potentially	improvements arising from this			
	and peatland	could potentially	improvements arising from this			
	habitats	contaminate the	objective will reduce the			
		soil?	impacts of air pollution on 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	Will the proposal				
	designated for their	protect and				
	geological interest	enhance sites,				
		designated for their				
		geological interest?				
Water	To protect,	Does the proposal	Reducing transport related	+	No positive or significant	0
	maintain and	result in the release	emissions indirectly has the		negative effects have been	
	improve the quality	of water-borne	potential to improve water		identified.	
	of water	pollution into	quality.			
	environment and	watercourses,				
	wetlands that could	groundwater or				
	be directly or					
	indirectly affected	Does the proposal				
	by transport	increase the				
	infrastructure and	amount of surface				
	protect against the	water run-off into				
	risk of flooding	water				
	2 21 1122 11116	environment? Or				
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		increase the risk of flooding?  Does the proposal physically impact on a watercourse?				
Material assets	To promote and improve the sustainable use and management of the transport network  To reduce the use of natural resources	Will the proposal provide adequate transport choices that meet the needs of the people within the Tactran region?  Does the proposal allow for the sustainable use of natural resources?	Respective measures are aimed to encourage people to use alternatives to cars and, include a range of measures which encourage people to walk, cycle, use public transport and share car journeys.  By encouraging a more efficient sustainable use of the regional transport infrastructure, they can bring long-term positive benefits to material assets.  Without significant improvements to both the public realm and active and sustainable transport networks, it is likely that a range of improvements would not be delivered. This would jeopardise the region's vision of creating an effective and integrated transport system which meets the needs of all those living in, working in, and visiting the region.	+	Not engaging in respective schemes could result in long-term negative impacts on material assets arising from the increased number of car trips and subsequent high use of transport related infrastructure, thus reducing their lifespan.	

	Charging mechanism may	
	provide the required local and	
	regional funding.	

Delivery Theme: Imp	roving access to public	transport						
Proposal relevant to	Proposal relevant to the RTS 2024 – 2034: Improved Public Transport Interchange							
SEA Theme	Objectives	Will the delivery	Assessment – Preferred Option	Score	Assessment – Alternative	Score		
		theme?	(with RTS)		Option (without RTS)			
Biodiversity, Flora	To protect,	Will the proposal	An increase in mode share for	+	Not achieving increased mode	-		
and Fauna	maintain and	cause disturbance	public transport would result in		share for bus and rail will mean			
	enhance	or damage to any	less car trips. This would have a		that car trips are set to			
	biodiversity and	protected species	long-term positive impact on		continuing to increase within			
	ecosystem services,	or habitat?	biodiversity, particularly for		the region. This could have a			
	avoiding damage to	Will the proposal	those species and habitats		long-term negative impact on			
	or loss of	protect and	currently suffering from		biodiversity, particularly for			
	designated and	enhance the quality	disturbance caused by road		those species and habitats			
	undesignated	and extent of	transport. Reduced car trips		currently suffering from			
	wildlife sites and	designated and	would also remove the need for		disturbance from road			
	protected species	undesignated sites?	construction of new transport		transport. Increased car use			

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		Will the proposal result in a greener public realm, resulting in a net gain of biodiversity?	infrastructure which could also negatively impact on biodiversity through damaging, disrupting and severing species and habitats. This objective therefore has a long-term positive impact on biodiversity and is preferable to the		could also increase the need for construction of new transport infrastructure which could also negatively impact on biodiversity through damaging, disrupting and severing species and habitats. This therefore has a long-term negative impact on	
			alternative scenario which is predicted to have a negative impact.		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?	Increased mode shares for bus and rail within the region at the expense of car trips could reduce the need for construction of new, unsightly transport facilities, such as roads etc. This objective therefore has a long-term positive impact on landscape.	+	Not achieving increased mode shares for bus and rail within the region will mean that car use is set to continuing to increase. This may ultimately necessitate the construction of new roads etc. to cope with demand which could have long-term negative impacts on the landscape.	-
Cultural Heritage	To protect and enhance historic and archaeological sites and other culturally and historically important features, landscapes and their settings.	Will the proposal protect and enhance sites, features and areas of historical, archaeological and cultural value?  Will the proposal help to improve the wider historic environment and sense of place?	Fewer cars in conservation areas and around distinctive cultural and historical sites within the region could improve the setting and distinctiveness of these sites and areas, with a long-term positive impact on cultural heritage. Improved public transport interchange could also facilitate (improved) access to such sites.	+/-	Not achieving increased mode shares for bus and rail within the region could result in more cars in conservation areas and around cultural and historical sites and areas, thus detracting from their setting and contributing to their degradation because of increased pollution, with long-term negative impacts.	-

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		Will the proposal	In considering improvements to			
		improve access to	access to public transport we			
		sites of historic	would note that new and			
		and/or cultural	improved rail and bus stations			
		interest?	have implications of the historic			
			environment that can lead to			
			both positive and negative			
			effects. For example,			
			improvements at stations may			
			have challenges associated with			
			existing infrastructure that is of			
			historic merit.			
			mistoric ment.			
			Schemes will be delivered			
			consenting process. Detailed			
			mitigation and enhancement			
			opportunities will be developed			
			as part of the consenting			
			process at scheme level,			
			weighing up access			
			improvements with other			
			aspects.			
Climate Change	To reduce	Will the proposal	An increase in mode shares for	+	Not achieving increased mode	-
	greenhouse gas	help to reduce	public transport within the		shares for bus and rail within	
	emissions from	emissions of	region at the expense of car		the region means that car trips	
	transport	greenhouse gases	trips will have a long-term		will be continuing to increase.	
	,	and, help Scotland	positive impact on climate		This could have a long-term	
		meet its emission	change through reducing		negative impact on climactic	
		targets?	emissions and pollution.		factors, resulting from	
			The second area policies.		increased emissions.	
	To adapt the	Will the proposal			. 33553 5537	
	transport network	· · ·				
	transport network	protect the raction				

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	to the predicted	region from climate	No positive or significant		No positive or significant	
	effects of climate	change impacts and	negative effects have been		negative effects have been	
	change	help the region	identified.		identified.	
		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	Will the proposal	Increased mode shares for	+	Not achieving increased mode	-
, ,	of transport related	help to reduce	public transport within the		shares for bus and rail within	
	air pollution and	emissions of	region at the expense of car		the region means that car trips	
	improve air quality,	priority pollutants	trips will have a long-term		will be continuing to increase.	
	in particularly with	in line with Scottish			This could have a long-term	
	regards to the three	and European	positive impact on air quality		negative impact on air quality,	
	declared Air Quality	standards (e.g.,	through reducing emissions and		resulting from increased	
	Management Areas	PM10, NOX, NO2)?	pollution.		emissions and subsequent	
	in Crieff, Dundee	1 10110, 1000, 1002):	Air Quality impacts are positive		pollution.	
	and Perth		Air Quality impacts are positive,		polition.	
	and retti		largely through contribution to			
			modal shift away from private			
			car journeys. Low emission and			
			alternative fuels including			
			potential shift to hydrogen			
			would see benefits increase			
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			sooner – although the pace at which such developments are coming forward is beyond the influence of the RTS. AQMAs located in Crieff, Dundee and Perth in particular would benefit through reduced levels of private car journeys.			
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?	Reduced noise levels due to reduced traffic levels.	+	No positive or significant negative effects have been identified.	0
Human Health	To improve quality of life and human health by promoting active	Will the proposal promote social inclusion and improve access to	Increased mode shares for public transport within the region at the expense of car trips will have significant long-	+	Not achieving increased mode shares for bus and rail within the region means that car trips will be continuing to increase,	-

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lifestyles and	services, including	term benefits for human health.	thus increasing emissions and
increasing	healthcare, and	It will result in less pollution and	contributing to poor air quality.
sustainable access	opportunities,	emissions, thus positive	
for all to essential	especially for those	impacting on incidences of	Not seeking to improve public
services (including	without a private	respiratory problems, and poor	transport interchange could see
healthcare),	car?	air quality which is known to	some key destinations, such as
employment and	Will the proposal	reduce life expectancy.	healthcare facilities remain
the natural	reduce the		fairly inaccessible to those
environment	likelihood of	Improved public transport	without access to a private car,
	transport-related	interchange could also improve	potentially contributing
	road accidents and	access to healthcare facilities	towards social exclusion,
	casualties?	and areas of open space by bus	especially of the elderly who are
		and rail.	typically more reliant on such
			services. This will therefore
			have long-term negative
			impacts on health.
To promote, invest	Will the proposal	Significant improvements to	The region's high streets, town
in, build and	protect and	public transport services will be	centres and communities are
maintain	enhance the	required to achieve this	often traffic dominated, noisy
infrastructure to	character, integrity	reduction in car dependency. At	and polluted, which impacts the
support the	and liveability of	present, many people have no	residents' quality of life.
development of	,	choice but to drive, particularly	residents quality of inc.
high-quality places	villages and, rural	for trips within the region,	
Ingil quality places	communities across	rather than into the city centres	
	the region?	and towns.	
	Will the proposal	and towns.	
		Significant improvements to	
	improve the public	•	
	realm by improving	public transport services will be required to achieve this	
	the public realm	· ·	
	and access?	reduction in car dependency.	
		Management that we done	
		Measures that reduce car	
		dependency will free up space	

			for essential freight and business trips.			
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?	Increased mode shares for bus and rail within the region will have long-term positive impacts on the economy by reducing congestion and improving journey time reliability, enabling the more efficient movement of people and freight.  Improvements to, and increase in the number of, public transport interchanges, such as mobility hubs, serving a range of destinations, will have a long-term positive impact on social inclusion by encouraging and facilitating greater use of public transport to access key destinations, including employment, education, and healthcare services which will be of particular benefit to those without access to a car or who have given up driving, such as	++	Not achieving increased mode shares for bus and rail within the region means that car trips will be continuing to increase, thus exacerbating congestion and contributing to journey time unreliability.  Not seeking to improve, and increase the number of, public transport interchanges, could see some locations remain fairly inaccessible to those without access to a private car, potentially contributing towards social exclusion, especially of the elderly who are typically more reliant on such services. This therefore has long-term negative impacts on the population.	
			the elderly.			
Geology and Soil	To safeguard and improve soil	Does the proposal cause soil sealing	Increased mode shares for bus and rail within the region at the	+	Not achieving increased mode shares for bus and rail within	-
	quality, particularly	and compaction?	expense of car trips are likely to		the region means that car trips	
	high value	Does the proposal	reduce the necessity for new		will be continuing to increase.	
	agricultural land	result in the release	road infrastructure, such as		This could ultimately lead to a	
	and carbon rich soil	of substances that	roads etc. The construction of		need for more transport	

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	and peatland	could potentially	which could lead to the loss or		infrastructure in line with	
	habitats	contaminate the	contamination of soil.		demand. The construction of	
		soil?			which could lead to the loss of	
		Does the proposal	Air quality improvements will		or contamination of soil.	
		ensure that	have a positive impact on soil			
		possible	resulting from less air pollution,		This could also lead to an	
		contamination will	with a long-term positive impact		increase in air pollution, with	
		be properly	on soil.		long-term negative impacts on	
		remediated and not			soil.	
		impact upon on				
		sensitive receptors,				
		such as surface				
		water and				
		groundwater?				
	To protect sites	Will the proposal				
	designated for their	protect and				
	geological interest	enhance sites,				
		designated for their				
		geological interest?				
Water	To protect,	Does the proposal	Increased mode shares for bus	+	Not achieving increased mode	-
	maintain and	result in the release	and rail within the region at the		shares for bus and rail within	
	improve the quality	of water-borne	expense of car trips are likely to		the region means that car trips	
	of water	pollution into	reduce the necessity for new		will be continuing to increase.	
	environment and	watercourses,	road infrastructure, such as		This could ultimately lead to a	
	wetlands that could	groundwater or	roads etc. The construction of		need for more transport	
	be directly or	reservoirs?	which could lead to water		infrastructure in line with	
	indirectly affected	Does the proposal	pollution.		demand. The construction of	
	by transport	increase the			which could lead to water	
	infrastructure and	amount of surface	Reducing transport related		pollution.	
	protect against the	water run-off into	emissions indirectly has the			
	risk of flooding	water	potential to improve water			
		environment? Or	quality.			

		increase the risk of flooding?  Does the proposal physically impact on a watercourse?	Opportunity to adopt sustainable drainage options and incorporate blue-green infrastructure to the active and public transport networks within the region.			
Material assets	To promote and improve the sustainable use and management of the transport network  To reduce the use of natural resources	Will the proposal provide adequate transport choices that meet the needs of the people within the Tactran region?  Does the proposal allow for the sustainable use of natural resources?	Improvements to, and increase in the number of, public transport interchanges, will have a long-term positive impact on the region's material assets, enabling a more efficient sustainable use of the regional transport infrastructure, with long-term positive benefits to material assets.	+	Not improving, and increasing the number of, public transport interchanges will have long-term negative impacts on material assets arising from the increased number of car trips and subsequent high use of transport related infrastructure, thus reducing their lifespan.	

Delivery Theme: Imp	roving access to public	transport				
	<u> </u>	New and improved rail	and bus stations			
SEA Theme	Objectives	Will the delivery	Assessment – Preferred Option	Score	Assessment – Alternative	Score
		theme?	(with RTS)		Option (without RTS)	
Biodiversity, Flora	To protect,	Will the proposal	An increase in mode share for	+	Not achieving increased mode	-
and Fauna	maintain and	cause disturbance	public transport would result in		share for bus and rail will mean	
	enhance	or damage to any	less car trips. This would have a		that car trips are set to	
	biodiversity and	protected species	long-term positive impact on		continuing to increase within	
	ecosystem services,	or habitat?	biodiversity, particularly for		the region. This could have a	
	avoiding damage to	Will the proposal	those species and habitats		long-term negative impact on	
	or loss of	protect and	currently suffering from		biodiversity, particularly for	
	designated and	enhance the quality	disturbance caused by road		those species and habitats	
	undesignated	and extent of	transport. Reduced car trips		currently suffering from	
	wildlife sites and	designated and	would also remove the need for		disturbance from road	
	protected species	undesignated sites?	construction of new transport		transport. Increased car use	
		Will the proposal	infrastructure which could also		could also increase the need for	
		result in a greener	negatively impact on		construction of new transport	
		public realm,	biodiversity through damaging,		infrastructure which could also	
		resulting in a net	disrupting and severing species		negatively impact on	
		gain of	and habitats. This objective		biodiversity through damaging,	
		biodiversity?	therefore has a long-term		disrupting and severing species	
			positive impact on biodiversity		and habitats. This therefore has	
			and is preferable to the		a long-term negative impact on	
			alternative scenario which is		biodiversity.	
			predicted to have a negative			
I a sala a sa	T	Mell the second	impact.		Not reduce to the control of the	
Landscape	To safeguard and	Will the proposal	Increased mode shares for bus	+	Not achieving increased mode	-
	enhance the	protect and	and rail within the region at the		shares for bus and rail within	
	character and	enhance the	expense of car trips could		the region will mean that car	
	diversity of the	character and	reduce the need for		use is set to continuing to	
	landscape and	integrity of the	construction of new, unsightly		increase. This may ultimately	

Cultural Heritage	areas of valuable landscape  To protect and enhance historic and archaeological sites and other culturally and historically important features, landscapes and their settings.	distinctive landscapes and areas of valuable landscapes?  Will the proposal protect and enhance sites, features and areas of historical, archaeological and cultural value?  Will the proposal help to improve the wider historic environment and sense of place?  Will the proposal improve access to sites of historic	transport facilities, such as roads etc., with a long-term positive impact on landscape.  Fewer cars in conservation areas and around distinctive cultural and historical sites within the region could improve the setting and distinctiveness of these sites and areas, with a long-term positive impact on cultural heritage. Improved public transport interchange could also facilitate (improved) access to such sites.	+	necessitate the construction of new roads etc. to cope with demand which could have long-term negative impacts on the landscape.  Not achieving increased mode shares for bus and rail within the region could result in more cars in conservation areas and around cultural and historical sites and areas, thus detracting from their setting and contributing to their degradation because of increased pollution, with long-term negative impacts.	-
Climate Change	To reduce greenhouse gas emissions from	and/or cultural interest?  Will the proposal help to reduce emissions of	An increase in mode shares for public transport within the region at the expense of car	+	Not achieving increased mode shares for bus and rail within the region means that car trips	-
	transport	greenhouse gases and, help Scotland meet its emission targets?	trips will have a long-term positive impact on climate change through reducing emissions and pollution.		will be continuing to increase. This could have a long-term negative impact on climactic factors, resulting from increased emissions.	
	To adapt the transport network to the predicted	Will the proposal protect the Tactran region from climate	No positive or significant negative effects have been identified.		No positive or significant negative effects have been identified.	

Air Quality	To reduce all forms of transport related air pollution and improve air quality, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth	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?  Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	Increased mode shares for public transport within the region at the expense of car trips will have a long-term positive impact on air quality through reducing emissions and pollution.  Air Quality impacts are positive, largely through contribution to modal shift away from private car journeys. Low emission and alternative fuels including	+	Not achieving increased mode shares for bus and rail within the region means that car trips will be continuing to increase. This could have a long-term negative impact on air quality, resulting from increased emissions and subsequent pollution.	-
			car journeys. Low emission and			

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			which such developments are			
			coming forward is beyond the			
			influence of the RTS. AQMAs			
			located in Crieff, Dundee and			
			Perth in particular would benefit			
			through reduced levels of			
			private car journeys.			
			private car journeys.			
Noise and Vibration	Reduce noise and	Will the proposal	Reduced noise levels due to	+	No positive or significant	0
	vibration	reduce the levels of	reduced traffic levels.		negative effects have been	
	associated with the	noise generated?			identified.	
	transport network	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	Will the proposal	Increased mode shares for	+	Not achieving increased mode	-
	of life and human	promote social	public transport within the		shares for bus and rail within	
	health by	inclusion and	region at the expense of car		the region means that car trips	
	promoting active	improve access to	trips will have significant long-		will be continuing to increase,	
	lifestyles and	services, including	term benefits for human health.			

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increasing	healthcare, and	It will result in less pollution and	thus increasing emissions and
sustainable access	opportunities,	emissions, thus positive	contributing to poor air quality.
for all to essential	especially for those	impacting on incidences of	
services (including	without a private	respiratory problems, and poor	Not seeking to improve public
healthcare),	car?	air quality which is known to	transport interchange could see
employment and	Will the proposal	reduce life expectancy.	some key destinations, such as
the natural	reduce the		healthcare facilities remain
environment	likelihood of	Improved public transport	fairly inaccessible to those
	transport-related	interchange could also improve	without access to a private car,
	road accidents and	access to healthcare facilities	potentially contributing
	casualties?	and areas of open space by bus	towards social exclusion,
		and rail.	especially of the elderly who are
			typically more reliant on such
			services. This will therefore
			have long-term negative
			impacts on health.
To promote, invest	Will the proposal	Significant improvements to	The region's high streets, town
in, build and	protect and	public transport services will be	centres and communities are
maintain	enhance the	required to achieve this	often traffic dominated, noisy
infrastructure to	character, integrity	reduction in car dependency. At	and polluted, which impacts the
support the	and liveability of	present, many people have no	residents' quality of life.
development of	the towns and	choice but to drive, particularly	and the second s
high-quality places	villages and, rural	for trips within the region,	
B.: quant, places	communities across	rather than into the city centres	
	the region?	and towns.	
	Will the proposal		
	improve the public	Significant improvements to	
	realm by improving	public transport services will be	
	the public realm	required to achieve this	
	and access?	reduction in car dependency.	
	and access:	Income from charging	
		mechanism could help fund the	
		required improvements.	
		required improvements.	

	_	T			T	
			Measures that reduce car dependency will free up space for essential freight and business trips.			
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?	Increased mode shares for bus and rail within the region will have long-term positive impacts on the economy by reducing congestion and improving journey time reliability, enabling the more efficient movement of people and freight.  Improvements to, and an increase in the number of, public transport services, serving a range of destinations, will have a long-term positive impact on social inclusion by encouraging and facilitating greater use of public transport to access key destinations, including employment, education, and healthcare services which will be of particular benefit to those without access to a car or who have given up driving, such as the elderly.	++	Not achieving increased mode shares for bus and rail within the region means that car trips will be continuing to increase, thus exacerbating congestion and contributing to journey time unreliability.  Not seeking to improve, and increase the number of, public transport interchanges, serving a range of destinations, could see some locations remain fairly inaccessible to those without access to a private car, potentially contributing towards social exclusion, especially of the elderly who are typically more reliant on such services. This therefore has long-term negative impacts on the population.	
Geology and Soil	To safeguard and improve soil quality, particularly	Does the proposal cause soil sealing and compaction?	Increased mode shares for bus and rail within the region at the expense of car trips are likely to	+	Not achieving increased mode shares for bus and rail within the region means that car trips	-

high value agricultural land and carbon rich soil and peatland habitats  This could ultimately lead to a need for more transport infrastructure in line with demand. The construction of which could lead to the loss or contamination of soil.  Does the proposal ensure that possible contamination will be properly remediated and not impact upon on large agricultural land and carbon rich soil result in the release road infrastructure, such as roads etc. The construction of which could ultimately lead to a need for more transport infrastructure in line with demand. The construction of which could lead to the loss of or contamination of soil.  This could ultimately lead to a need for more transport infrastructure in line with demand. The construction of which could lead to the loss of or contamination of soil.  This could also lead to an increase in air pollution, with long-term negative impacts on soil.	
and carbon rich soil and peatland habitats  of substances that could potentially contaminate the soil?  Does the proposal ensure that possible contamination will be properly remediated and not of substances that and peatland habitats  of substances that could lead to the loss or which could lead to the loss or contamination of soil.  Air quality improvements will have a positive impact on soil resulting from less air pollution, with a long-term positive impact on soil.  This could also lead to an increase in air pollution, with long-term negative impacts on soil.	
and peatland habitats    Could potentially contaminate the soil?   Does the proposal ensure that possible contamination will be properly remediated and not   Does the properly habitats   Could potentially which could lead to the loss or contamination of soil.	
habitats  contaminate the soil?  Does the proposal ensure that possible contamination will be properly remediated and not  contaminate the soil.  contamination of soil.  Air quality improvements will have a positive impact on soil resulting from less air pollution, with a long-term positive impact on soil.  demand. The construction of which could lead to the loss of or contamination of soil.  This could also lead to an increase in air pollution, with long-term negative impacts on soil.	
soil?  Does the proposal ensure that possible contamination will be properly remediated and not soil.  Soil?  Air quality improvements will have a positive impact on soil resulting from less air pollution, with a long-term positive impact on soil.  Which could lead to the loss of or contamination of soil.  This could also lead to an increase in air pollution, with long-term negative impacts on soil.	
Does the proposal ensure that possible contamination will be properly remediated and not contamination will possible and not contamination of soil. This could also lead to an increase in air pollution, with long-term negative impacts on soil.	
ensure that possible resulting from less air pollution, contamination will be properly remediated and not ensure that possible resulting from less air pollution, with a long-term positive impact on soil.  This could also lead to an increase in air pollution, with long-term negative impacts on soil.	
possible contamination will be properly remediated and not resulting from less air pollution, with a long-term positive impact on soil.  This could also lead to an increase in air pollution, with long-term negative impacts on soil.	
contamination will be properly remediated and not contamination will with a long-term positive impact on soil. increase in air pollution, with long-term negative impacts on soil.	
be properly on soil. long-term negative impacts on soil.	
remediated and not soil.	
impact upon on	
sensitive receptors,	
such as surface	
water and	
groundwater?	
To protect sites Will the proposal	
designated for their protect and	
geological interest enhance sites,	
designated for their	
geological interest?	
Water To protect, Does the proposal Increased mode shares for bus + Not achieving increased mode	-
maintain and result in the release and rail within the region at the shares for bus and rail within	
improve the quality of water-borne expense of car trips are likely to the region means that car trips	
of water pollution into reduce the necessity for new will be continuing to increase.	
environment and watercourses, road infrastructure, such as This could ultimately lead to a	
wetlands that could groundwater or roads etc. The construction of need for more transport	
be directly or reservoirs? which could lead to water infrastructure in line with	
indirectly affected Does the proposal pollution. demand. The construction of	
by transport increase the which could lead to water	
infrastructure and amount of surface Reducing transport related pollution.	
water run-off into emissions indirectly has the	

	and a section of the		material to immune the		Γ	
	protect against the	water	potential to improve water			
	risk of flooding	environment? Or	quality.			
		increase the risk of				
		flooding?	Opportunity to adopt			
		Does the proposal	sustainable drainage options			
		physically impact	and incorporate blue-green			
		on a watercourse?	infrastructure to the active and			
			public transport networks			
			within the region.			
Material assets	To promote and	Will the proposal	Improvements to public	+	Not improving, and increasing	-
	improve the	provide adequate	transport routes, services and		the number of, public transport	
	sustainable use and	transport choices	infrastructure will have a long-		interchanges will have long-	
	management of the	that meet the	term positive impact on our		term negative impacts on	
	transport network	needs of the people	material assets, enabling a more		material assets arising from the	
		within the Tactran	efficient sustainable use of the		increased number of car trips	
		region?	regional transport		and subsequent high use of	
	To reduce the use	Does the proposal	infrastructure, with long-term		transport related infrastructure,	
	of natural	allow for the	positive benefits to material		thus reducing their lifespan.	
	resources	sustainable use of	assets.			
		natural resources?				

Delivery Theme: Imp	roving access to public	transport				
Proposal relevant to	the RTS 2024 – 2034: E	Easier planning and boo	oking of journeys			
SEA Theme	Objectives	Will the delivery	Assessment – Preferred Option	Score	Assessment – Alternative	Score
		theme?	(with RTS)		Option (without RTS)	
Biodiversity, Flora	To protect,	Will the proposal	Increasing the number of trips	+	Not enabling and promoting	-
and Fauna	maintain and	cause disturbance	by sustainable modes will result		trips by sustainable transport	
	enhance	or damage to any	in a long-term positive impact		means that the negative	
	biodiversity and	protected species	on biodiversity, reducing the		impacts of indiscriminate car	
	ecosystem services,	or habitat?	negative impacts of an		use within the region on	
	avoiding damage to	Will the proposal	increasing number of car trips.		biodiversity remain and	
	or loss of	protect and	With the latter potentially		potentially worsen, resulting	
	designated and	enhance the quality	disrupting and damaging		from an increase in car trips.	
	undesignated	and extent of	vulnerable habitats and species.			
	wildlife sites and	designated and				
	protected species	undesignated sites?				
		Will the proposal				
		result in a greener				
		public realm,				
		resulting in a net				
		gain of				
		biodiversity?				
Landscape	To safeguard and	Will the proposal	Increased mode shares for bus	+	Not achieving increased mode	-
	enhance the	protect and	and rail within the region at the		shares for bus and rail within	
	character and	enhance the	expense of car trips could		the region will mean that car	
	diversity of the	character and	reduce the need for		use is set to continuing to	
	landscape and	integrity of the	construction of new, unsightly		increase. This may ultimately	
	areas of valuable	distinctive	transport facilities, such as		necessitate the construction of	
	landscape	landscapes and	roads etc., with a long-term		new roads etc. to cope with	
			positive impact on landscape.		demand which could have long-	

		areas of valuable landscapes?			term negative impacts on the landscape.	
Cultural Heritage	To protect and enhance historic and archaeological sites and other culturally and historically important features, landscapes and their settings.	Will the proposal protect and enhance sites, features and areas of historical, archaeological and cultural value?  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?	Fewer cars in conservation areas and around distinctive cultural and historical sites within the region could improve the setting and distinctiveness of these sites and areas, with a long-term positive impact on cultural heritage. Improved journey planning tools and integrated ticketing options could also facilitate (improved) access to such sites.	+	Not achieving increased mode shares for bus and rail within the region could result in more cars in conservation areas and around cultural and historical sites and areas, thus detracting from their setting and contributing to their degradation because of increased pollution, with long-term negative impacts.	-
Climate Change	To reduce greenhouse gas emissions from transport  To adapt the transport network to the predicted effects of climate change	Will the proposal help to reduce emissions of greenhouse gases and, help Scotland meet its emission targets?  Will the proposal protect the Tactran region from climate change impacts and help the region function during	An increase in mode shares for public transport within the region at the expense of car trips will have a long-term positive impact on climate change through reducing emissions.  No positive or significant negative effects have been identified.	+	Not achieving increased mode shares for bus and rail within the region means that car trips will be continuing to increase. This could have a long-term negative impact on climactic factors, resulting from increased emissions.  No positive or significant negative effects have been identified.	-

Air Quality	To reduce all forms of transport related air pollution and improve air quality, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth	extreme 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?  Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	Increased mode shares for public transport within the region at the expense of car trips will have a long-term positive impact on air quality through reducing emissions and pollution.  AQMAS located in Crieff, Dundee and Perth would benefit through reduced private car movements into Crieff, Dundee and Perth.	+	Not achieving increased mode shares for bus and rail within the region means that car trips will be continuing to increase. This could have a long-term negative impact on air quality, resulting from increased emissions and subsequent pollution.	-
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	Reduced noise levels due to reduced traffic levels.	+	No positive or significant negative effects have been identified.	0

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	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 q	uality Will the proposal	Increased mode shares for	+	Not achieving increased mode	-
of life and h	uman promote social	public transport within the		shares for bus and rail within	
health	by inclusion and	region at the expense of car		the region means that car trips	
promoting	active improve access to	trips will have significant long-		will be continuing to increase,	
lifestyles	and services, including	term benefits for human health.		thus increasing emissions and	
increasing	healthcare, and	It will result in less pollution and		contributing to poor air quality.	
sustainable a	access opportunities,	emissions, thus positive			
for all to ess	ential especially for those	impacting on incidences of		Not seeking to improve journey	
services (incl	uding without a private	respiratory problems, and poor		planning tools and integrated	
healthcare),	car?	air quality which is known to		ticketing options could see	
employment	and Will the proposal	reduce life expectancy.		some key destinations, such as	
the n	atural reduce the			healthcare facilities remain	
environment	likelihood of	Improved journey planning		fairly inaccessible to those	
	transport-related	tools and integrated ticketing		without access to a private car,	
	road accidents and	options could also improve		potentially contributing	
	casualties?	access to healthcare facilities		towards social exclusion,	
		and areas of open space by bus		especially of the elderly who are	
		and rail.		typically more reliant on such	

					services. This will therefore	
					have long-term negative	
					impacts on health.	
	To promote, invest	Will the proposal	Using new data to develop and		No positive or significant	
	in, build and		improve online journey planning		negative effects have been	
	maintain	protect and enhance the	1		identified.	
	_		and navigation tools that will		identined.	
		character, integrity	make public transport and			
	support the	and liveability of	walking and cycling trips the			
	development of	the towns and	easiest journeys to plan., will			
	high-quality places	villages and, rural	improve access.			
		communities across	6			
		the region?	Continuing to improve journey			
		Will the proposal	planning tools will be important			
		improve the public	in helping disabled and older			
		realm by improving	people feel confident in using			
		the public realm	the public transport network.			
		and access?				
Population	To improve quality	Will the proposal	Increased mode shares for bus	++	Not achieving increased mode	
	of life and human	promote social	and rail within the region will		shares for bus and rail within	
	health by	inclusion and	have long-term positive impacts		the region means that car trips	
	promoting active	improve access to	on the economy by reducing		will be continuing to increase,	
	lifestyles and	key services and	congestion and improving		thus exacerbating congestion	
	increasing	opportunities,	journey time reliability, enabling		and contributing to journey	
	sustainable access	especially for those	the more efficient movement of		time unreliability.	
	for all to essential	without a private	people and freight.			
	services (including	car?			Not seeking to improve to	
	healthcare),	Will the proposal	Improvements to journey		journey planning tools and	
	employment and	help to improve	planning tools and integrated		integrated ticketing options,	
	the natural	access to	ticketing options, will have a		could see some locations	
	environment	greenspaces both	long-term positive impact on		remain fairly inaccessible to	
		for recreational and	social inclusion by encouraging		those without access to a	
		health benefits?	and facilitating greater use of		private car, potentially	

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Geology and Soil	To safeguard and improve soil	Will the proposal help to support an ageing population by providing appropriate transport choices to meet their needs?  Does the proposal cause soil sealing and compaction?	public transport to access key destinations, including employment, education, and healthcare services which will be of particular benefit to those without access to a car or who have given up driving, such as the elderly.  Increased mode shares for bus and rail within the region at the expense of car trips are likely to	+	contributing towards social exclusion, especially of the elderly who are typically more reliant on such services. This therefore has long-term negative impacts on the population.  Not achieving increased mode shares for bus and rail within the region means that car trips	-
	quality, particularly high value agricultural land and carbon rich soil and peatland habitats	and compaction?  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,	expense of car trips are likely to reduce the necessity for new road infrastructure, such as roads etc. The construction of which could lead to the loss or contamination of soil.  Air quality improvements will have a positive impact on soil resulting from less air pollution, with a long-term positive impact on soil.		the region means that car trips will be continuing to increase. This could ultimately lead to a need for more transport infrastructure in line with demand. The construction of which could lead to the loss of or contamination of soil.  This could also lead to an increase in air pollution, with long-term negative impacts on soil.	
	To protect sites designated for their geological interest	such as surface water and groundwater?  Will the proposal protect and enhance sites, designated for their geological interest?				

Water	To protect,	Does the proposal	Increased mode shares for bus	+	Not achieving increased mode	-
	maintain and	result in the release	and rail within the region at the		shares for bus and rail within	
	improve the quality	of water-borne	expense of car trips are likely to		the region means that car trips	
	of water	pollution into	reduce the necessity for new		will be continuing to increase.	
	environment and	watercourses,	road infrastructure, such as		This could ultimately lead to a	
	wetlands that could	groundwater or	roads etc. The construction of		need for more transport	
	be directly or	reservoirs?	which could lead to water		infrastructure in line with	
	indirectly affected	Does the proposal	pollution.		demand. The construction of	
	by transport	increase the			which could lead to water	
	infrastructure and	amount of surface	Reducing transport related		pollution.	
	protect against the	water run-off into	emissions indirectly has the			
	risk of flooding	water	potential to improve water			
		environment? Or	quality.			
		increase the risk of				
		flooding?				
		Does the proposal				
		physically impact				
		on a watercourse?				
Material assets	To promote and	Will the proposal	Improvements to journey	+	Not improving journey planning	-
	improve the	provide adequate	planning tools and integrated		tools and integrated ticketing	
	sustainable use and	transport choices	ticketing options will have a		options will have long-term	
	management of the	that meet the	long-term positive impact on		negative impacts on material	
	transport network	needs of the people	our material assets, enabling a		assets arising from the	
		within the Tactran	more efficient sustainable use of		increased number of car trips	
		region?	the regional transport		and subsequent high use of	
	To reduce the use	Does the proposal	infrastructure, with long-term		transport related infrastructure,	
	of natural	allow for the	positive benefits to material		thus reducing their lifespan.	
	resources	sustainable use of	assets.			
		natural resources?				

Delivery Theme: Imp	roving sustainable trav	el opportunities	Delivery Theme: Improving sustainable travel opportunities							
Proposal relevant to	the RTS 2024 – 2034: I	mproved Active Travel	Opportunities							
SEA Theme	Objectives	Will the delivery	Assessment – Preferred Option	Score	Assessment – Alternative	Score				
		theme?	(with RTS)		Option (without RTS)					
Biodiversity, Flora	To protect,	Will the proposal	An increase in mode shares for	+/-	Not achieving increased mode	-				
and Fauna	maintain and	cause disturbance	walking and cycling will help to		shares for walking and cycling					
	enhance	or damage to any	contribute to a decline in car		means that car trips will be					
	biodiversity and	protected species	use. This would have a long-		continuing to increase.					
	ecosystem services,	or habitat?	term positive impact on							
	avoiding damage to	Will the proposal	biodiversity, particularly for		This could have a long-term					
	or loss of	protect and	those species and habitats		negative impact on biodiversity,					
	designated and	enhance the quality	currently suffering from		particularly for those species					
	undesignated	and extent of	disturbance caused by		and habitats currently suffering					
	wildlife sites and	designated and	transport.		from disturbance from					
	protected species	undesignated sites?			transport.					
		Will the proposal	A decline in the number of car							
		result in a greener	trips would also remove the		An increasing number of car					
		public realm,	need for construction of new		trips and a subsequent					
		resulting in a net	transport infrastructure, such as		increased traffic volume could					
		gain of	roads etc. which could also		also increase the need for					
		biodiversity?	negatively impact on		construction of new transport					
			biodiversity through damaging,		infrastructure, such as roads					
			disrupting and severing species		etc. This could also negatively					
			and habitats.		impact on biodiversity through					
					damaging, disrupting and					
			The policy is aimed at the		severing species and habitats,					
			enhancement of active travel		with a long-term negative					
			links which are either already in		impact on biodiversity.					

existence, or which may need to be constructed. The general effect in the long term will be positive if a modal shift away from private transport is achieved. For new developments which include land take there may be some negative impacts which will need to be mitigated. Local effects on biodiversity, flora and fauna, geology and soil, cultural heritage and landscape will need to be identified and addressed on a scheme-specific basis. Specific significant impacts are difficult to identify at this stage. At the same time, the proposals may comprise plans to improve active travel routes through areas of natural beauty, including parks and greenspaces. This could encourage increased human activity around sensitive species and habitats or even cause severance of habitats. This might have long-term negative impacts on biodiversity.

Landscape	To safeguard and	Will the proposal	Increased mode shares for	+	Not achieving increased mode	-
	enhance the	protect and	walking and cycling at the		shares for walking and cycling	
	character and	enhance the	expense of car trips hold the		within the region means that car	
	diversity of the	character and	potential to reduce the need for		trips will be continuing to	
	landscape and	integrity of the	construction of new, unsightly		increase. This could ultimately	
	areas of valuable	distinctive	transport infrastructure, such as		lead to a need for more	
	landscape	landscapes and	roads etc., with a long-term		transport infrastructure in line	
		areas of valuable	positive impact on landscape.		with demand. The construction	
		landscapes?			of which could have a long-term	
			The policy is aimed at the		negative impact on landscape.	
			enhancement of active travel			
			links which are either already in			
			existence, or which may need to			
			be constructed. The general			
			effect in the long term will be			
			positive if a modal shift away			
			from private transport is			
			achieved. For new			
			developments which include			
			land take there may be some			
			negative impacts which will			
			need to be mitigated.			
			Local effects on biodiversity,			
			flora and fauna, geology and			
			soil, cultural heritage and			
			landscape will need to be			
			identified and addressed on a			
			scheme-specific basis. Specific			
			significant impacts are difficult			
			to identify at this stage.			
			, J			
		l				

Cultural Heritage To protect and Will the proposal Fewer cars in conservation areas + Not achieving increased	
enhance historic protect and and around distinctive cultural shares for walking and	, -
and archaeological enhance sites, and historical sites within the within the region could re	esult in
sites and other features and areas region could improve the setting more cars in conservation	n areas
culturally and of historical, and distinctiveness of these and around cultural	and
historically archaeological and sites and areas, with a long-term historical sites and area	s, thus
important features, cultural value? positive impact on cultural detracting from their	setting
landscapes and Will the proposal heritage. and contributing to	their
their settings. help to improve the degradation because	e of
wider historic Improved active travel networks increased pollution, with	h long-
environment and could also facilitate (improved) term negative impacts.	
sense of place? access to such sites.	
Will the proposal	
improve access to Much of our existing active	
sites of historic travel network utilises historic	
and/or cultural environment features such as	
interest? former branch railway lines,	
canal towpaths and historic	
routes and ways. Therefore,	
investment and maintenance in	
such routes can also be a	
positive effect for the historic	
environment.	
Climate Change To reduce Will the proposal An increase in mode shares for + Not achieving increased	mode -
greenhouse gas help to reduce active travel within the region at shares for walking and	
emissions from emissions of the expense of car trips will have within the region means t	
transport greenhouse gases a long-term positive impact on trips will be continued	ing to
and, help Scotland climate change through increase. This could have	-
meet its emission reducing emissions and term negative impact	•
targets? pollution. climactic factors, resulting	
increased emissions.	
To adapt the Will the proposal	
transport network protect the Tactran	

	to the predicted effects of climate change	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?	No positive or significant negative effects have been identified.		No positive or significant negative effects have been identified.	
Air Quality	To reduce all forms of transport related air pollution and improve air quality, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth	Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	An increase in mode shares for active travel within the region at the expense of the car trips will have a long-term positive impact on air quality through reducing emissions and pollution.	++	Not achieving increased mode shares for walking and cycling within the region means that car trips will be continuing to increase. This could have a long-term negative impact on air quality, resulting from increased emissions.	-
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	Reduced noise levels due to reduced traffic levels.	+	No positive or significant negative effects have been identified.	0

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		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	Will the proposal	An increased mode share for	+	Not achieving increased mode	
	of life and human	promote social	active travel at the expense of		shares for walking and cycling	
	health by	inclusion and	the car trips will have significant		within the region means that car	
	promoting active	improve access to	long-term benefits for human		trips will be continuing to	
	lifestyles and	services, including	health. It will result in less		increase. This could have a long-	
	increasing	healthcare, and	pollution and emissions, thus		term negative impact on air	
	sustainable access	opportunities,	reducing incidences of		quality, resulting from increased	
	for all to essential	especially for those	respiratory problems, and poor		emissions.	
	services (including	without a private	air quality which is known to			
	healthcare),	car?	reduce life expectancy.		Not seeking to increase and	
	employment and	Will the proposal			improve active travel within the	
	the natural	reduce the	Improved active travel routes		region could see some locations	
	environment	likelihood of	and services could also improve		remain fairly inaccessible to	
		transport-related	access to key destinations, such		those without access to a	
		road accidents and	as healthcare services.		private car, potentially	
		casualties?			contributing towards social	
					exclusion, especially of the	
					elderly who are typically more	

					reliant on such services. Long- term negative impacts on health.	
	To promote, invest in, build and maintain infrastructure to support the development of high-quality places	Will the proposal protect and enhance the character, integrity and liveability 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?	Less car dominated streetscapes and townscapes would help to improve both formal and informal surveillance including a higher number of people using the public realm.		No positive or significant negative effects on soil have been identified.	
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?	Measures to improve active travel and increase their mode share will have long-term positive impacts on the economy by reducing congestion and improving journey time reliability, enabling the more efficient movement of people and freight. Increased enforcement of bus priority measures will also support this.  Improvements to active travel infrastructure serving a range of destinations, will have a long-	++	Not achieving increased mode shares for active travel within the region means that car trips will be continuing to increase, exacerbating congestion and contributing to journey time unreliability. Not tackling violations of bus priority measures could also contribute to this.  Not seeking to increase and improve active travel could see some key services and opportunities remain fairly	

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		Will the proposal	term positive impact on social		inaccessible to those without	
		help to support an	inclusion by facilitating greater		access to a private car,	
		ageing population	access to key services and		potentially contributing	
		by providing	opportunities, including		towards social exclusion. Long-	
		appropriate	employment and healthcare		term negative impacts on the	
		transport choices to	services. This will be of		population.	
		meet their needs?	particular benefit to those			
			without access to a car.			
			Improved active travel could			
			have long-term positive impacts			
			on social inclusion.			
Geology and Soil	To safeguard and	Does the proposal	Increased mode shares for	+	Not achieving increased mode	-
	improve soil	cause soil sealing	active travel within the region at		shares for active travel within	
	quality, particularly	and compaction?	the expense of car trips are		the region means that car trips	
	high value	Does the proposal	likely to reduce the necessity for		will be continuing to increase.	
	agricultural land	result in the release	new road infrastructure, such as		This could ultimately lead to a	
	and carbon rich soil	of substances that	roads etc. The construction of		need for more transport	
	and peatland	could potentially	which could lead to the loss or		infrastructure in line with	
	habitats	contaminate the	contamination of soil.		demand. The construction of	
		soil?			which could lead to the loss of	
		Does the proposal	Air quality improvements will		or contamination of soil.	
		ensure that	have a positive impact on soil			
		possible	resulting from less air pollution,		This could also lead to an	
		contamination will	with a long-term positive impact		increase in air pollution, with	
		be properly	on soil.		long-term negative impacts on	
		remediated and not			soil.	
		impact upon on	The policy is aimed at the			
		sensitive receptors,	enhancement of active travel			
		such as surface	links which are either already in			
		water and	existence, or which may need to			
		groundwater?	be constructed. The general			

	To protect sites	Will the proposal	effect in the long term will be			
	designated for their	• •	positive if a modal shift away			
		protect and				
	geological interest	enhance sites,	from private transport is			
		designated for their	achieved. For new			
		geological interest?	developments which include			
			land take there may be some			
			negative impacts which will			
			need to be mitigated.			
			Local effects on biodiversity,			
			flora and fauna, geology and			
			soil, cultural heritage and			
			landscape will need to be			
			identified and addressed on a			
			scheme-specific basis. Specific			
			significant impacts are difficult			
NA/-1	T	December 1	to identify at this stage.	_	No. 10 to 10	
Water	To protect,	Does the proposal	Reducing transport related	+	No positive or significant	0
	maintain and	result in the release	emissions indirectly has the		negative effects have been	
	improve the quality	of water-borne	potential to improve water		identified.	
	of water	pollution into	quality.			
	environment and	watercourses,				
	wetlands that could	groundwater or	Opportunity to adopt			
	be directly or	reservoirs?	sustainable drainage options			
	indirectly affected	Does the proposal	and incorporate blue-green			
	by transport	increase the	infrastructure to the active and			
	infrastructure and	amount of surface	public transport networks			
	protect against the	water run-off into	within the region.			
	risk of flooding	water				
		environment? Or				
		increase the risk of				
		flooding?				

		Does the proposal physically impact on a watercourse?				
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?	Improvements to active travel, and infrastructure hold the potential to have a long-term positive impact on material assets.  By encouraging a more efficient	+	Not engaging in respective schemes could result in long-term negative impacts on material assets arising from the increased number of car trips and subsequent high use of transport related infrastructure,	-
	To reduce the use of natural resources	Does the proposal allow for the sustainable use of natural resources?	sustainable use of the regional transport infrastructure, they can bring long-term positive benefits to material assets.		thus reducing their lifespan.	

Delivery Theme: Imp	roving sustainable trav	el opportunities				
Proposal relevant to	the RTS 2024 – 2034: F	Promoting and sustaina	able travel to school			
SEA Theme	Objectives	Will the delivery theme?	Assessment – Preferred Option (with RTS)	Score	Assessment – Alternative Option (without RTS)	Score
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?	An increase in mode shares for walking and cycling as well as public transport will help to contribute to a decline in car use. This would have a long-term positive impact on biodiversity, particularly for those species and habitats currently suffering from disturbance caused by transport.  A decline in the number of car trips would also remove the need for construction of new transport infrastructure, such as roads etc. which could also negatively impact on biodiversity through damaging, disrupting and severing species and habitats.	+	Not achieving increased mode shares for walking and cycling and public transport means that car trips will be continuing to increase.  This could have a long-term negative impact on biodiversity, particularly for those species and habitats currently suffering from disturbance from transport.  Negative impacts are likely to worsen with an increasing number of car trips.  An increasing number of car trips and a subsequent increased traffic volume could also increase the need for construction of new transport infrastructure, such as roads etc. This could also negatively impact on biodiversity through damaging, disrupting and severing species and habitats, with a long-term negative impact on biodiversity.	

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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?	Increased mode shares for walking and cycling and public transport at the expense of car trips hold the potential to reduce visual intrusion resulting from road traffic and congestion, with a long-term positive impact on landscape.	+	Not achieving increased mode shares for walking and cycling and public transport within the region means that car trips will be continuing to increase, with long-term negative impacts on the landscape.	-
Cultural Heritage	To protect and enhance historic and archaeological sites and other culturally and historically important features, landscapes and their settings.	Will the proposal protect and enhance sites, features and areas of historical, archaeological and cultural value?  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?	Fewer cars in conservation areas and around distinctive cultural and historical sites within the region could improve the setting and distinctiveness of these sites and areas as well as their preservation. Pollution is known to have damaging effects on cultural heritage. Long-term positive impact on cultural heritage.	+	Not achieving increased mode shares for walking and cycling within the region could result in more cars in conservation areas and around cultural and historical sites and areas, thus detracting from their setting and contributing to their degradation because of increased pollution, with long-term negative impacts.	-
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?	An increase in mode shares for active travel and public transport within the region at the expense of car trips will have a long-term positive impact on climate change through	+	Not achieving increased mode shares for walking and cycling and public transport within the region means that car trips will be continuing to increase. This could have a long-term negative impact on climactic factors,	-

			reducing emissions and pollution.		resulting from increased emissions.	
	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	No positive or significant negative effects have been identified.		No positive or significant negative effects have been identified.	
Air Quality	To reduce all forms of transport related air pollution and improve air quality, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth	recover?  Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	An increase in mode shares for active travel and public transport within the region at the expense of the car trips will have a long-term positive impact on air quality through reducing emissions and pollution.	++	Not achieving increased mode shares for walking and cycling and public transport within the region means that car trips will be continuing to increase. This could have a long-term negative impact on air quality, resulting from increased emissions.	-

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			+		0
		reduced traffic levels.			
				identified.	
ransport network					
	•				
	•				
	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?				
Γο improve quality	Will the proposal	Encouraging more young people	++	Not promoting and encouraging	
of life and human	promote social	to walk and cycle can have		active and sustainable modes of	
nealth by	inclusion and	significant long-term health		transport could result in fewer	
promoting active	improve access to	benefits by encouraging and		children walking and cycling.	
ifestyles and	•	,		, ,	
ncreasing		, , ,		Not adopting a healthy lifestyle	
sustainable access		, 5 5			
for all to essential	• •	,		0 0 1 ,	
services (including	•	9		, , ,	
nealthcare),	car?	-		in life.	
	Will the proposal	·			
the natural		Fewer cars around schools at		Car travel may also increase.	
environment	likelihood of	peak times also reduce the		thus increasing the release of	
/ a ci	f life and human ealth by romoting active festyles and acreasing ustainable access or all to essential ervices (including ealthcare), mployment and ne natural	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?  o improve quality of life and human ealth by romoting active festyles and increasing ustainable access or all to essential ervices (including ealthcare), mployment and the natural reduce the levels of noise generated?  Will the proposal reduce inequalities in exposure to ambient noise?  Will the proposal reduce inequalities in exposure to ambient noise?  Will the proposal reduce inequalities in exposure to ambient noise?  Will the proposal reduce inequalities in exposure to ambient noise?  Will the proposal reduce inequalities in exposure to ambient noise?  Will the proposal reduce inequalities in exposure to ambient noise?  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?  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?  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?  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?  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?	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?  o improve quality f life and human ealth by romoting active festyles and increasing ustainable access or all to essential ervices (including ealthcare), mployment and ne natural reduce the roposal reduce the levels of noise generated?  Will the proposal reduce the levels of noise generated?  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?  Encouraging more young people to walk and cycle can have significant long-term health benefits by encouraging and promoting healthy lifestyles from a young age and addressing obesity in children which can have significant negative health implications as children develop into adults.	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?  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?  Will the proposal reduce to ambient noise?  Will the proposal for the potential to cause health by romote social inclusion and improve access to services, including healthcare, and opportunities, especially for those without a private car?  Will the proposal reduce the levels of noise generated?  Will the proposal reduce inequalities in exposure to ambien to access of noise generated?  Will the proposal reduce inequalities in exposure to ambient noise?  Will the proposal reduce inequalities in exposure to ambient noise?  Will the proposal reduce inequalities in exposure to ambient noise?  Will the proposal reduce inequalities in exposure to ambient noise?  Will the proposal reduce inequalities in exposure to ambient noise?  Will the proposal reduce inequalities in exposure to ambient noise?  Will the proposal reduce inequalities in exposure to ambient noise?  Will the proposal reduce inequalities in exposure to ambient noise?  Will the proposal reduce inequalities in exposure to ambient noise?  Will the proposal reduce inequalities in exposure to ambient noise?  Will the proposal reduce inequalities in exposure to ambient noise?  Will the proposal reduce to with the potential to cause health inclusion and those groups at risk?  Find the proposal reduce to walk and cycle can have significant long-term health benefits by encouraging and promoting healthy lifestyles from a young age and addressing obesity in children which can have significant noise in the proposal reduce to ambient noise?  **Horitarian	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?  or improve quality alignment and by romoting active festyles and creasing ustainable access or all to essential eventual end to the sential end to an autonal melen natural with 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?  Encouraging more young people to walk and cycle can have significant long-term health by romoting active first by encouraging and promoting healthy lifestyles from a young age and addressing obesity in children without a private car?  Will the proposal reduce the romoting and encouraging active and sustainable modes of transport could result in fewer children walking and cycling.  Not adopting a healthy lifestyles from a young age and addressing obesity in children without a private car?  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?  Not promoting and encouraging and promoting healthy lifestyles from a young age and addressing obesity in children without a private car?  Will the proposal reduce the number of people exposed to high levels of noise with the potential to cause health problems and those groups at risk?  Not promoting active and sustainable modes of transport could result in fewer children walking and cycling.  Not adopting a ctive and sustainable modes of transport could result in fewer children with the proposal promoting healthy lifestyles from a young age and addressing obesity in children with the proposal promoting health and those provided the promoting hea

		transport-related road accidents and casualties?	likelihood of road accidents and casualties and reduce the volume of harmful emissions in the air breathed by children.		harmful emissions. An increase in cars around the school gates could lead to an increase in accidents and collisions involving schoolchildren. Longterm negative impacts on health.	
	To promote, invest in, build and maintain infrastructure to support the development of high-quality places	Will the proposal protect and enhance the character, integrity and liveability 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?	No positive or significant negative effects have been identified.		No positive or significant negative effects have been identified.	
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	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	Increasing proportions of school run journeys undertaken by active and sustainable modes of transport can relieve pressure on the road network when it is most under strain, reducing congestion and improving journey time reliability.  Measures to improve routes to and from schools, and to provide statutory school bus	++	Not promoting and encouraging sustainable modes of transport could see an increase in private car traffic, resulting in increased congestion and unreliable journey times for people and goods, with long-term negative impacts.  Failing to provide school bus services could result in schools becoming inaccessible to some	

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	the natural	greenspaces both	services, will also improve their		pupils, especially if their	
	environment	for recreational and	accessibility by non-car modes,		households do not have access	
		health benefits?	with a long-term positive impact		to a car.	
		Will the proposal	on the population, particularly			
		help to support an	those without access to a			
		ageing population	private car.			
		by providing				
		appropriate				
		transport choices to				
		meet their needs?				
Geology and Soil	To safeguard and	Does the proposal	Air quality improvements will	+	Not achieving increased mode	-
	improve soil	cause soil sealing	have a positive impact on soil		shares for walking and cycling	
	quality, particularly	and compaction?	resulting from less air pollution,		within the region means that car	
	high value	Does the proposal	with a long-term positive impact		trips will be continuing to	
	agricultural land	result in the release	on soil.		increase. This could also lead to	
	and carbon rich soil	of substances that			an increase in air pollution, with	
	and peatland	could potentially			long-term negative impacts on	
	habitats	contaminate the			soil.	
		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	Will the proposal				
	designated for their	protect and				
	geological interest	enhance sites,				

		designated for their geological interest?				
Water	To protect, maintain and improve the quality of water environment 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 environment? Or increase the risk of flooding?  Does the proposal physically impact	Reducing transport related emissions indirectly has the potential to improve water quality.  Opportunity to adopt sustainable drainage options and incorporate blue-green infrastructure to Safer Routes to School networks within the region.	+	No positive or significant negative effects have been identified.	0
Material assets	To promote and improve the sustainable use and management of the transport network  To reduce the use of natural resources	on a watercourse?  Will the proposal provide adequate transport choices that meet the needs of the people within the Tactran region?  Does the proposal allow for the sustainable use of natural resources?	By encouraging a more efficient sustainable use of the regional transport infrastructure, they can bring long-term positive benefits to material assets.  Safer Routes to School interventions can involve the improvement or provision of safe pedestrian and cycle links, benefitting the wider community.	+	Not promoting active travel and public transport could result in long-term negative impacts on material assets arising from the increased number of car trips and subsequent high use of transport related infrastructure, thus reducing their lifespan.	-

Delivery Theme: Improving sustainable travel opportunities						
Proposal relevant to	the RTS 2024 – 2034: I	mproved public transp	ort			
SEA Theme	Objectives	Will the delivery theme?	Assessment – Preferred Option (with RTS)	Score	Assessment – Alternative Option (without RTS)	Score
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?	An increase in mode shares for walking and cycling as well as public transport will help to contribute to a decline in car use. This would have a long-term positive impact on biodiversity, particularly for those species and habitats currently suffering from disturbance caused by transport.  A decline in the number of car trips would also remove the need for construction of new transport infrastructure, such as roads etc. which could also negatively impact on biodiversity through damaging, disrupting and severing species and habitats.	+	Not achieving increased mode shares for public transport means that car trips will be continuing to increase. This could have a long-term negative impact on biodiversity, particularly for those species and habitats currently suffering from disturbance from transport.  Negative impacts are likely to worsen with an increasing number of car trips.  An increasing number of car trips and a subsequent increased traffic volume could also increase the need for construction of new transport infrastructure, such as roads etc. This could also negatively impact on biodiversity through damaging, disrupting and severing species and habitats,	-

					with a long-term negative impact on 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?	Increased mode shares public transport at the expense of car trips hold the potential to reduce visual intrusion resulting from road traffic and congestion, with a long-term positive impact on landscape.	+	Not achieving increased mode shares public transport within the region means that car trips will be continuing to increase, with long-term negative impacts on the landscape.	-
Cultural Heritage	To protect and enhance historic and archaeological sites and other culturally and historically important features, landscapes and their settings.	Will the proposal protect and enhance sites, features and areas of historical, archaeological and cultural value?  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?	Fewer cars in conservation areas and around distinctive cultural and historical sites within the region could improve the setting and distinctiveness of these sites and areas as well as their preservation. Pollution is known to have damaging effects on cultural heritage. Long-term positive impact on cultural heritage.	+	Not achieving increased mode shares for public transport within the region could result in more cars in conservation areas and around cultural and historical sites and areas, thus detracting from their setting and contributing to their degradation because of increased pollution, with long-term negative impacts.	-
Climate Change	To reduce greenhouse gas emissions from transport	Will the proposal help to reduce emissions of greenhouse gases and, help Scotland	An increase in mode shares for public transport within the region at the expense of car trips will have a long-term positive impact on climate	+	Not achieving increased mode shares for public transport within the region means that car trips will be continuing to increase. This could have a long-	-

		meet its emission targets?	change through reducing emissions and pollution.		term negative impact on climactic factors, resulting from increased emissions.	
	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?	No positive or significant negative effects have been identified.		No positive or significant negative effects have been identified.	
Air Quality	To reduce all forms of transport related air pollution and improve air quality, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth	Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	An increase in mode shares for public transport within the region at the expense of the car trips will have a long-term positive impact on air quality through reducing emissions and pollution.  Air Quality impacts are positive, largely through contribution to modal shift away from private	++	Not achieving increased mode shares for public transport within the region means that car trips will be continuing to increase. This could have a long-term negative impact on air quality, resulting from increased emissions.	-

			car journeys. Low emission and alternative fuels including potential shift to hydrogen would see benefits increase sooner – although the pace at which this development will come forward is not within the scope of the RTS. AQMAs located in Crieff, Dundee and Perth would benefit through reduced private car trips. The level of emissions reductions may be tempered because a section of ridership will be switching from active travel to new and improved public transport services.			
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	Reduced noise levels due to reduced traffic levels.	+	No positive or significant negative effects have been identified.	0

deprived / vulnerable   communities and those groups at risk?   To improve quality of life and human health   by inclusion   and significant long-term   health   by   inclusion   and significant long-term   life   lif
communities and those groups at risk?  Human Health  To improve quality of life and human promote social public transport can have communities and those groups at risk?  Encouraging more people to use public transport can have active and sustainable modes of
those groups at risk?  Human Health To improve quality of life and human promote social public transport can have  those groups at risk?  Encouraging more people to use public transport can have active and sustainable modes of
Human Health To improve quality of life and human promote social public transport can have risk?  Human Health To improve quality of life and human promote social public transport can have active and sustainable modes of
Human Health To improve quality of life and human promote social public transport can have ++ Not promoting and encouraging of active and sustainable modes of
of life and human promote social public transport can have active and sustainable modes of
health by inclusion and significant long-term health transport could result in fewer
promoting active improve access to benefits by encouraging and children walking and cycling.
lifestyles and services, including promoting healthy lifestyles.
increasing healthcare, and Not adopting a healthy lifestyle
sustainable access opportunities, Fewer cars around schools at including regular physical
for all to essential especially for those peak times also reduce the activity while young can lead to
services (including without a private likelihood of road accidents and significant health problems later
healthcare), car? casualties and reduce the in life.
employment and Will the proposal volume of harmful emissions in
the natural reduce the the air breathed by children. Car travel may also increase,
environment likelihood of thus increasing the release of
transport-related harmful emissions. An increase
road accidents and in cars around the school gates
casualties? could lead to an increase in
accidents and collisions
involving schoolchildren. Long-
term negative impacts on
health.
To promote, invest Will the proposal Improvements to public The region's high streets, town
in, build and protect and transport services will reduce centres and communities are
maintain enhance the car dependency. This will free often traffic dominated, noisy
infrastructure to character, integrity up space to improve the and polluted, which impacts the
support the and liveability of accessibility of streets for residents' quality of life.
development of the towns and (especially older and disabled)
high-quality places villages and, rural

Г			and the state of the state of			
		communities across	residents through measures			
		the region?	such as removing obstacles,			
		Will the proposal	widening pavements for			
		improve the public	wheelchair access, introducing			
		realm by improving	tactile paving, raising sections of			
		the public realm	roadway to make crossing			
		and access?	easier, providing seating,			
			mitigating the impact of street			
			works and, where possible,			
			ensuring on-street cycling			
			facilities cater for the wide			
			range of cycles used by disabled			
			people.			
Population	To improve quality	Will the proposal	Increasing the number and	++	Not promoting and encouraging	
	of life and human	promote social	routes of public transport		sustainable modes of transport	
	health by	inclusion and	services will provide a valuable		could see an increase in private	
	promoting active	improve access to	means of travel for those		car traffic, resulting in increased	
	lifestyles and	key services and	without a car. Such services will		congestion and unreliable	
	increasing	opportunities,	subsequently also improve		journey times for people and	
	sustainable access	especially for those	access to key service, such as		goods, with long-term negative	
	for all to essential	without a private	healthcare facilities, and, will		impacts.	
	services (including	car?	allow vulnerable members of		·	
	healthcare),	Will the proposal	society to remain mobile and			
	employment and	help to improve	take a more active role in			
	the natural	access to	community life, providing			
	environment	greenspaces both	mental health benefits.			
		for recreational and				
		health benefits?	Services may also result in a			
		Will the proposal	decrease in private vehicle			
		help to support an	traffic, resulting in less harmful			
		ageing population	emissions and pollution.			
		by providing				
		appropriate				
		, ,				

		transport choices to meet their needs?	Long-term positive impact on health.			
Geology and Soil	To safeguard and improve soil quality, particularly high value agricultural land and carbon rich soil and peatland habitats	Does the proposal cause soil sealing and compaction?  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?	Air quality improvements will have a positive impact on soil resulting from less air pollution, with a long-term positive impact on soil.	+	Not achieving increased mode shares for walking and cycling within the region means that car trips will be continuing to increase. This could also lead to an increase in air pollution, with long-term negative impacts on soil.	
	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 environment and	Does the proposal result in the release of water-borne pollution into watercourses,	Reducing transport related emissions indirectly has the potential to improve water quality.	+	No positive or significant negative effects have been identified.	0

		T.		1		
	wetlands that could	groundwater or	Opportunity to adopt			
	be directly or	reservoirs?	sustainable drainage options			
	indirectly affected	Does the proposal	and incorporate blue-green			
	by transport	increase the	infrastructure to the public			
	infrastructure and	amount of surface	transport network within the			
	protect against the	water run-off into	region.			
	risk of flooding	water				
		environment? Or				
		increase the risk of				
		flooding?				
		Does the proposal				
		physically impact				
		on a watercourse?				
Material assets	To promote and	Will the proposal	By encouraging a more efficient	+	Not promoting active travel and	-
	improve the	provide adequate	sustainable use of the regional		public transport could result in	
	sustainable use and	transport choices	transport infrastructure, they		long-term negative impacts on	
	management of the	that meet the	can bring long-term positive		material assets arising from the	
	transport network	needs of the people	benefits to material assets.		increased number of car trips	
		within the Tactran			and subsequent high use of	
		region?			transport related infrastructure,	
	To reduce the use	Does the proposal			thus reducing their lifespan.	
	of natural	allow for the				
	resources	sustainable use of				
		natural resources?				

Delivery Theme: Imp	roving sustainable trav	el opportunities				
Proposal relevant to	the RTS 2024 – 2034: (	Community Transport a	and Demand Responsive Transport	Services		
SEA Theme	Objectives	Will the delivery	Assessment – Preferred Option	Score	Assessment – Alternative	Score
		theme?	(with RTS)		Option (without RTS)	
Biodiversity, Flora	To protect,	Will the proposal	No positive or significant	0	No positive or significant	0
and Fauna	maintain and	cause disturbance	negative effects on soil have		negative effects on soil have	
	enhance	or damage to any	been identified.		been identified.	
	biodiversity and	protected species				
	ecosystem services,	or habitat?				
	avoiding damage to	Will the proposal				
	or loss of	protect and				
	designated and	enhance the quality				
	undesignated	and extent of				
	wildlife sites and	designated and				
	protected species	undesignated sites?				
		Will the proposal				
		result in a greener				
		public realm,				
		resulting in a net				
		gain of				
		biodiversity?				
Landscape	To safeguard and	Will the proposal	No positive or significant	0	No positive or significant	0
	enhance the	protect and	negative effects on soil have		negative effects on soil have	
	character and	enhance the	been identified.		been identified.	
	diversity of the	character and				
	landscape and	integrity of the				
	areas of valuable	distinctive				
	landscape	landscapes and				
		areas of valuable				
		landscapes?				

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Cultural Heritage	To protect and		No positive or significant	0	No positive or significant	0
	enhance historic	protect and	negative effects on soil have		negative effects on soil have	
	and archaeological		been identified.		been identified.	
	sites and other	features and areas				
	culturally and	of historical,				
	historically	archaeological and				
	important features,	cultural value?				
	landscapes and	Will the proposal				
	their settings.	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	Will the proposal	Increasing the number and	+	Not increasing the provision of	-
	greenhouse gas	help to reduce	routes served by both		such services means that car	
	emissions from	emissions of	community and demand		trips will be continuing to	
	transport	greenhouse gases	responsive transport services		increase as people will use their	
	·	and, help Scotland	could encourage more people to		car to access key services, thus	
		meet its emission	use such services in preference		increasing emissions and	
		targets?	to the private car. This will have		contributing to climate change.	
			a long-term positive impact on			
			air quality through reducing			
			emissions and pollution.			
	To adapt the	Will the proposal	No positive or significant		No positive or significant	
	transport network	protect the Tactran	negative effects have been		negative effects have been	
	to the predicted	region from climate	identified.		identified.	
	effects of climate	change impacts and				
	change	help the region				
	- C. Idilige	function during				
		Tanction during				

Air Quality	To reduce all forms of transport related air pollution and improve air quality, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth	extreme 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?  Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	Increasing the number and routes served by both community transport and demand responsive transport services could encourage more people to use such services in preference to the private car. This will have a long-term positive impact on air quality through reducing emissions and pollution.	+	Not increasing the provision of such services means that car trips will be continuing to increase as people will use their car to access key services, thus increasing emissions and contributing to climate change.	-
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?	Reduced noise levels due to reduced traffic levels.	+	No positive or significant negative effects have been identified.	0

		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	Increasing the number and routes of community transport and demand responsive transport services will provide a valuable means of travel for those unable to use more conventional modes of transport. Such services will subsequently also improve access to key service, such as healthcare facilities, and, will allow vulnerable members of society to remain mobile and take a more active role in	+	Not achieving increased mode shares for walking and cycling within the region means that car trips will be continuing to increase. This could have a long-term negative impact on air quality, resulting from increased emissions.  Not seeking to increase and improve public transport services within the region could see some locations remain fairly inaccessible to those without	
		road accidents and casualties?	community life, providing mental health benefits.  Services may also result in a decrease in private vehicle		access to a private car, potentially contributing towards social exclusion, especially of the elderly who are typically more reliant on such	

			traffic, resulting in less harmful emissions and pollution.  Long-term positive impact on health.		services. Long-term negative impacts on health.	
	To promote, invest in, build and maintain infrastructure to support the development of high-quality places	Will the proposal protect and enhance the character, integrity and liveability 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?	No positive or significant negative effects have been identified.		No positive or significant negative effects have been identified.	
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	Increasing the number and routes of community transport and demand responsive transport services will provide a valuable means of travel for those unable to use more conventional modes of transport, such as the elderly and disabled. Such services will subsequently also improve access to key services and opportunities, such as healthcare facilities and	++	Not providing community and demand responsive transport services could see those who are unable to use mainstream transport struggle to get around and subsequently suffer social exclusion, with long-term negative impacts.	-

		for recreational and	education and employment,			
		health benefits?	and will allow vulnerable			
		Will the proposal	members of society to remain			
		help to support an	mobile and take a more active			
		ageing population	role in community life, providing			
		by providing	mental health benefits.			
		appropriate				
		transport choices to	Long-term positive impact on			
		meet their needs?	the population.			
Geology and Soil	To safeguard and	Does the proposal	Air quality improvements will	+	Not providing community and	-
	improve soil	cause soil sealing	have a positive impact on soil		demand responsive transport	
	quality, particularly	and compaction?	resulting from less air pollution,		services within the region	
	high value	Does the proposal	with a long-term positive impact		means that car trips will be	
	agricultural land	result in the release	on soil.		continuing to increase. This	
	and carbon rich soil	of substances that			could also lead to an increase in	
	and peatland	could potentially			air pollution, with long-term	
	habitats	contaminate the			negative impacts on soil.	
		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	Will the proposal				
	designated for their	protect and				
	geological interest	enhance sites,				

		designated for their geological interest?				
Water	To protect, maintain and improve the quality of water environment 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	Reducing transport related emissions indirectly has the potential to improve water quality.	+	No positive or significant negative effects have been identified.	0
Material assets	To promote and improve the sustainable use and management of the transport network  To reduce the use of natural resources	Will the proposal provide adequate transport choices that meet the needs of the people within the Tactran region?  Does the proposal allow for the sustainable use of natural resources?	Improvements to and an increase in community transport and demand responsive transport services hold the potential to have a long-term positive impact on material assets.  Such services will increase the range of transport options available to residents, especially the more vulnerable members of society, providing an	+	Not having such services would deprive some segments of the population of a valuable asset.	-

	additional sustainable way of		
	getting about and participating		
	in society.		

Delivery Theme: Imp	roving sustainable trav	el opportunities				
Proposal relevant to	the RTS 2024 – 2034: (	Car Clubs				
SEA Theme	Objectives	Will the delivery theme?	Assessment – Preferred Option (with RTS)	Score	Assessment – Alternative Option (without RTS)	Score
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?	No positive or significant negative effects on soil have been identified.	0	No positive or significant negative effects on soil have been identified.	0
Landscape	To safeguard and enhance the character and diversity of the	Will the proposal protect and enhance the character and	Carplus estimates that, in favour of using a car club, 5.4 people per car club car give up their personal vehicle. This means	+	No positive or significant negative effects on soil have been identified.	0

	landscape and areas of valuable landscape	integrity of the distinctive landscapes and areas of valuable landscapes?	that for each new car club car, 4 parking spaces are no longer required.  Long-term positive impact on the landscape.			
Cultural Heritage	To protect and enhance historic and archaeological sites and other culturally and historically important features, landscapes and their settings.	Will the proposal protect and enhance sites, features and areas of historical, archaeological and cultural value?  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?	Providing car clubs can play a part in improving access to sites of historic and cultural interest so have long-term positive impacts.	+	Not expanding the car club offer within the region could make certain sites inaccessible to those without access to a private car, with long-term negative impacts.	-
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?	The continued facilitation and promotion of car clubs within the region will have a positive impact on carbon emissions.  The continued facilitation and promotion of car clubs help to encourage car free developments and can lead to	+	Not promoting and supporting car clubs within the region means that car trips will be continuing to increase, subsequently increasing emissions and contributing to climate change.	-

	To adapt the	Will the proposal	people giving up their own private cars.  No positive or significant		No positive or significant
	transport network to the predicted effects of climate change	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	negative effects have been identified.		negative effects have been identified.
		weather to recover?			
Air Quality	To reduce all forms of transport related air pollution and improve air quality, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth	Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	Increasing the number and routes served by both community transport and demand responsive transport services could encourage more people to use such services in preference to the private car. This will have a long-term positive impact on air quality	+	Not increasing the provision of such services means that car trips will be continuing to increase as people will use their car to access key services, thus increasing emissions and contributing to climate change.

			through roducing omissions and			
			through reducing emissions and			
			pollution.			
			AQMAs located in Crieff,			
			Dundee and Perth would			
			particularly benefit through			
			reduced private car ownership			
			and journeys.			
Noise and Vibration	Reduce noise and	Will the proposal	Reduced noise levels due to	+	No positive or significant	0
Noise and Vibration	vibration	reduce the levels of	reduced traffic levels.	'	negative effects have been	U
	associated with the	noise generated?	readed traine levels.		identified.	
	transport network	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	Will the proposal	Research demonstrated that car	+	Failing to promote and support	
	of life and human	promote social	clubs reduce car ownership. If		car clubs within the region could	
	health by	inclusion and	people do not own cars, they are		result in declining awareness	
	promoting active	improve access to	more likely to undertake		and membership, meaning	

	lifestyles and	services, including	everyday journeys by active	people continue to own their
	increasing	healthcare, and	travel and public transport. This	own cars.
	sustainable access	opportunities,	will have significant long-term	
	for all to essential	especially for those	positive impacts on human	As well as resulting in fewer
	services (including	without a private	health by encouraging more	journeys undertaken by walking
	healthcare),	car?	people to travel ore actively	and cycling, a continued
	employment and	Will the proposal	more often and by reducing the	increase in car trips could result
	the natural	reduce the	negative health impacts of car	in a growth in harmful emissions
	environment	likelihood of	use resulting from emissions	released into the air.
		transport-related	and pollution.	
		road accidents and		Not having the accessibility
		casualties?	The ability to use a car without	offered by car club could also
			the burden of ownership will	restrict people's ability to reach
			also improve accessibility,	healthcare facilities etc. if they
			allowing those without a car to	do not have access to their own
			access key services and	car or a realistic alternative
			opportunities including	forms of transport. There will
			healthcare facilities.	therefore be a long-term
			Long-term positive impact on	negative impact on health.
			health.	
	To promote, invest	Will the proposal	Minor positive impact. The	Failing to facilitate and promote
	in, build and	protect and	space currently taken up by cars	will not address the increasing
	maintain	enhance the	could be used more efficiently,	number of cars and subsequent
	infrastructure to	character, integrity	particularly as the region's	car trips within the region.
	support the	and liveability of	population grows.	
	development of	the towns and		
	high-quality places	villages and, rural	However, increasing access to	
		communities across	car sharing could bring benefits,	
		the region?	but these could be outweighed	
		Will the proposal	by the impacts on congestion,	
		improve the public	emissions and health if cheap,	
		realm by improving	convenient car travel is	
		, ,	extended to residents who do	
<u> </u>	<u> </u>			<u> </u>

		the public realm	not own a car or do not have a			
		and access?	driving licence.			
		and access:	driving neerice.			
			Even if technology is able to			
			improve how efficiently cars use			
			road space, connected and			
			autonomous cars will not be as			
			space-efficient as walking,			
			cycling or public transport			
Population	To improve quality	Will the proposal	The continued facilitation and	++	Failing to facilitate and promote	-
	of life and human	promote social	promotion of car clubs brings		car clubs within the region could	
	health by	inclusion and	long-term positive benefits to		exacerbate social exclusion as	
	promoting active	improve access to	the population.		the model enable access to key	
	lifestyles and	key services and			destinations which may only be	
	increasing	opportunities,	It promotes social inclusion by		accessible by car to those who	
	sustainable access	especially for those	giving a greater range of the		do not own their own cars.	
	for all to essential	without a private	population access to a car for			
	services (including	car?	essential journeys. It also helps		Car clubs also play a role in	
	healthcare),	Will the proposal	reduce congestion.		addressing traffic growth and	
	employment and	help to improve			congestion, allowing the more	
	the natural	access to	Long-term positive impact on		efficient movement of people	
	environment	greenspaces both	the population.		and freight – problems may	
		for recreational and			increase therefore without the	
		health benefits?			continued operation and	
		Will the proposal			expansion of the car club model	
		help to support an			within the region. There will	
		ageing population			therefore be a long-term	
		by providing			negative impact on the	
		appropriate			population.	
		transport choices to			• •	
		meet their needs?				

	egion I be
quality, particularly and compaction? per car club car give up their high value Does the proposal agricultural land result in the release that for each new car club car, 4 means that car trips will continuing to increase. This	l be may ative
high value Does the proposal personal vehicle. This means agricultural land result in the release that for each new car club car, 4 continuing to increase. This have long-term neg	may ative
agricultural land result in the release that for each new car club car, 4 have long-term neg	ative
and carbon rich soil of substances that parking spaces are no longer impacts on soil thro	ough
and peatland could potentially required. increased air pollution.	
habitats contaminate the	
soil? Air quality improvements will	
Does the proposal have a positive impact on soil	
ensure that resulting from less air pollution,	
possible with a long-term positive impact	
contamination will on soil.	
be properly	
remediated and not	
impact upon on	
sensitive receptors,	
such as surface	
water and	
groundwater?	
To protect sites Will the proposal	
designated for their protect and	
geological interest enhance sites,	
designated for their	
geological interest?	
Water To protect, Does the proposal Reducing transport related + No positive or signif	icant 0
maintain and result in the release emissions indirectly has the negative effects have	been
improve the quality of water-borne potential to improve water identified.	
of water pollution into quality.	
environment and watercourses,	
wetlands that could groundwater or	
be directly or reservoirs?	

		B				
	indirectly affected					
	by transport	increase the				
	infrastructure and	amount of surface				
	protect against the	water run-off into				
	risk of flooding	water				
		environment? Or				
		increase the risk of				
		flooding?				
		Does the proposal				
		physically impact				
		on a watercourse?				
Material assets	To promote and	Will the proposal	Facilitating and promoting car	+	Not facilitating and promoting	-
	improve the	provide adequate	clubs within the region holds the		car clubs within the region could	
	sustainable use and	transport choices	potential to have a long-term		result in the deterioration of a	
	management of the	that meet the	positive impact on material		significant asset.	
	transport network	needs of the people	assets.			
		within the Tactran				
		region?	Such services will increase the			
	To reduce the use	Does the proposal	range of transport options			
	of natural	allow for the	available to residents providing			
	resources	sustainable use of	an additional sustainable way of			
		natural resources?	getting about and participating			
			in society.			

Delivery Theme: Imp	roving sustainable trav	el opportunities				
Proposal relevant to	the RTS 2024 – 2034: F	Promote Fair Fares				
SEA Theme	Objectives	Will the delivery	Assessment – Preferred Option	Score	Assessment – Alternative	Score
		theme?	(with RTS)		Option (without RTS)	
Biodiversity, Flora	To protect,	Will the proposal	An increase in mode shares for	+	Not achieving increased mode	-
and Fauna	maintain and	cause disturbance	public transport will help to		shares for public transport	
	enhance	or damage to any	contribute to a decline in car		means that car trips will be	
	biodiversity and	protected species	use. This would have a long-		continuing to increase. This	
	ecosystem services,	or habitat?	term positive impact on		could have a long-term negative	
	avoiding damage to	Will the proposal	biodiversity, particularly for		impact on biodiversity,	
	or loss of	protect and	those species and habitats		particularly for those species	
	designated and	enhance the quality	currently suffering from		and habitats currently suffering	
	undesignated	and extent of	disturbance caused by		from disturbance from	
	wildlife sites and	designated and	transport.		transport.	
	protected species	undesignated sites?				
		Will the proposal	A decline in the number of car		Negative impacts are likely to	
		result in a greener	trips would also remove the		worsen with an increasing	
		public realm,	need for construction of new		number of car trips.	
		resulting in a net	transport infrastructure, such as			
		gain of	roads etc. which could also		An increasing number of car	
		biodiversity?	negatively impact on		trips and a subsequent	

			T	1		1
			biodiversity through damaging,		increased traffic volume could	
			disrupting and severing species		also increase the need for	
			and habitats.		construction of new transport	
					infrastructure, such as roads	
					etc. This could also negatively	
					impact on biodiversity through	
					damaging, disrupting and	
					severing species and habitats,	
					with a long-term negative	
					impact on biodiversity.	
Landscape	To safeguard and	Will the proposal	Increased mode shares public	+	Not achieving increased mode	-
	enhance the	protect and	transport at the expense of car		shares public transport within	
	character and	enhance the	trips hold the potential to		the region means that car trips	
	diversity of the	character and	reduce visual intrusion resulting		will be continuing to increase,	
	landscape and	integrity of the	from road traffic and		with long-term negative	
	areas of valuable	distinctive	congestion, with a long-term		impacts on the landscape.	
	landscape	landscapes and	positive impact on landscape.		impacts on the landscape.	
	lanascape	areas of valuable	positive impact on landscape.			
		landscapes?				
Cultural Heritage	To protect and	Will the proposal	Fewer cars in conservation areas	+	Not achieving increased mode	_
Cartararrichtage	enhance historic	protect and	and around distinctive cultural		shares for public transport	
	and archaeological	enhance sites,	and historical sites within the		within the region could result in	
	sites and other	features and areas	region could improve the setting		more cars in conservation areas	
	culturally and	of historical,	and distinctiveness of these		and around cultural and	
	historically	archaeological and	sites and areas as well as their		historical sites and areas, thus	
	important features,	cultural value?	preservation. Pollution is known		detracting from their setting	
	•		4 '		and contributing to their	
	landscapes and	Will the proposal	to have damaging effects on		degradation because of	
	their settings.	help to improve the wider historic	cultural heritage. Long-term			
			positive impact on cultural		increased pollution, with long-	
		environment and	heritage.		term negative impacts.	
		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?	An increase in mode shares for public transport within the region at the expense of car trips will have a long-term positive impact on climate change through reducing emissions and pollution.	+	Not achieving increased mode shares for public transport within the region means that car trips will be continuing to increase. This could have a long-term negative impact on climactic factors, resulting from increased emissions.	-
	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?	No positive or significant negative effects have been identified.		No positive or significant negative effects have been identified.	
		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	Will the proposal help to reduce emissions of	An increase in mode shares for public transport within the region at the expense of the car	++	Not achieving increased mode shares for public transport within the region means that car	-

	improve air quality, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth	priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	trips will have a long-term positive impact on air quality through reducing emissions and pollution.  AQMAs located in Crieff, Dundee and Perth would particularly benefit through reduced private car ownership and journeys.		trips will be continuing to increase. This could have a long-term negative impact on air quality, resulting from increased emissions.	
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?	Reduced noise levels due to reduced traffic levels.	+	No positive or significant negative effects have been identified.	0
Human Health	To improve quality of life and human	Will the proposal	An increased mode share for public transport at the expense	+	Not achieving increased mode share for bus and rail could see	

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health by	inclusion and	of car trips will have significant	an increase in car trips within
promoting active	improve access to	long-term benefits for human	the region, subsequently
lifestyles and	services, including	health.	increasing emissions and
increasing	healthcare, and		contributing to poor air quality.
sustainable access	opportunities,	It will result in less pollution and	
for all to essential	especially for those	emissions, subsequently	Not revising the fares structure
services (including	without a private	reducing incidences of	of public transport services
healthcare),	car?	respiratory problems, and poor	could see some locations,
employment and	Will the proposal	air quality which is known to	including healthcare facilities
the natural	reduce the	reduce life expectancy.	remain fairly inaccessible to
environment	likelihood of		those without access to a
	transport-related	Revised public transport fares	private car, potentially
	road accidents and	could also improve access to	contributing towards social
	casualties?	healthcare facilities etc.	exclusion, especially of the
			elderly who are typically more
			reliant on such services.
			Long-term negative impacts on
			health.
To promote, invest	Will the proposal	Using new data to develop an	No positive or significant
in, build and	protect and	affordable fares system, both	negative effects have been
maintain	enhance the	now and in the future, is	identified.
infrastructure to	character, integrity	essential to encouraging a shift	
support the	and liveability of	from car to public transport.	
development of	the towns and	This will improve access,	
high-quality places	villages and, rural	especially for those groups who	
3 4 , 1	communities across	are more reliant on public	
	the region?	transport services.	
	Will the proposal	,	
	improve the public		
	realm by improving		
	the public realm		
	and access?		
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Population	To improve quality		Measures to increase public	++	Not achieving increased mode	
	of life and human	promote social	transport patronage will have		shares for bus and rail could	
	health by	inclusion and	long-term positive impacts on		lead to a continued increase in	
	promoting active	•	the economy by reducing		car trips within the region,	
	lifestyles and	key services and	congestion and improving		exacerbating congestion and	
	increasing	opportunities,	journey time reliability, enabling		contributing to journey time	
	sustainable access	especially for those	the more efficient movement of		unreliability.	
	for all to essential	without a private	people and freight.			
	services (including	car?			Not seeking to revise the fare	
	healthcare),	Will the proposal	Revising the fare structure will		structure could see some	
	employment and	help to improve	have a long-term positive		locations remain fairly	
	the natural	access to	impact on social inclusion by		inaccessible to those without	
	environment	greenspaces both	encouraging and facilitating		access to a private car,	
		for recreational and	more people to travel by public		potentially contributing	
		health benefits?	transport more often, enabling		towards social exclusion.	
		Will the proposal	access to key services and			
		help to support an	opportunities, such as		Long-term negative impacts on	
		ageing population	employment, education, and		the population.	
		by providing	healthcare. This will be of			
		appropriate	particular benefit to those living			
		transport choices to	in deprived communities.			
		meet their needs?				
Geology and Soil	To safeguard and	Does the proposal	Air quality improvements will	+	Not achieving increased mode	-
0,	improve soil	cause soil sealing	have a positive impact on soil		shares for public transport	
	quality, particularly	and compaction?	resulting from less air pollution,		within the region means that car	
	high value	Does the proposal	with a long-term positive impact		trips will be continuing to	
	agricultural land	result in the release	on soil.		increase. This could also lead to	
	and carbon rich soil	of substances that			an increase in air pollution, with	
	and peatland	could potentially			long-term negative impacts on	
	habitats	contaminate the			soil.	
		soil?				
		Does the proposal				
		ensure that				
	1	1				

	To protect sites designated for their geological interest	possible contamination will be properly remediated and not impact upon on sensitive receptors, such as surface water and groundwater? Will the proposal protect and enhance sites, designated for their geological interest?				
Water	To protect, maintain and improve the quality of water environment 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	Reducing transport related emissions indirectly has the potential to improve water quality.	+	No positive or significant negative effects have been identified.	0

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Material assets	To promote and	Will the proposal	By encouraging a more efficient	+	Long-term negative impacts on	-
	improve the	provide adequate	sustainable use of the regional		material assets arising from the	
	sustainable use and	transport choices	transport infrastructure, they		increased number of car trips	
	management of the	that meet the	can bring long-term positive		and subsequent high use of	
	transport network	needs of the people	benefits to material assets.		transport related infrastructure,	
		within the Tactran			thus reducing their lifespan.	
		region?				
	To reduce the use	Does the proposal				
	of natural	allow for the				
	resources	sustainable use of				
		natural resources?				

Delivery Theme: Dec	arbonising transport a	nd a just transition						
Proposal relevant to the RTS 2024 – 2034: Promote and enable electric and low emission vehicles								
SEA Theme	Objectives	Will the delivery theme?	Assessment – Preferred Option (with RTS)	Score	Assessment – Alternative Option (without RTS)	Score		
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,	Increased availability of electric charging points facilitates a greater uptake of electric vehicles with a reduction in vehicle pollutants.  New infrastructure is likely to be in the form of new charging points and refuelling stations on the existing road network with limited negative impacts.	+	Not supporting an increase in the shares of ultra-low emission vehicles means that the number of internal combustion engines will be continuing to increase. This could have a long-term negative impact on biodiversity due to the subsequent increase in vehicle pollutants.	-		

		and the second second				
		resulting in a net				
		gain of				
		biodiversity?				
Landscape	To safeguard and	Will the proposal	ULEVs have a disproportionate		No positive or significant	0
	enhance the	protect and	negative impact on land use.		negative effects on soil have	
	character and	enhance the	Both with regards to the		been identified.	
	diversity of the	character and	materials used in ULEV making			
	landscape and	integrity of the	and to refuelling.			
	areas of valuable	distinctive				
	landscape	landscapes and	ULEVs will increase land take by			
		areas of valuable	approximately 130 %. This is			
		landscapes?	mainly due to the land required			
		·	for producing the electricity			
			required. With regards to ULEVs			
			the required land take to			
			produce clean fuels increases by			
			a factor of 10 for each kilometre			
			travelled.			
Cultural Heritage	To protect and	Will the proposal	Potential negative impacts of EV	+/-	No positive or significant	0
	enhance historic	protect and	charging infrastructure on	•	negative effects on soil have	
	and archaeological	enhance sites,	cultural and historical heritage		been identified.	
	sites and other	features and areas	due to the visual impact of			
	culturally and	of historical,	charging infrastructure.			
	historically	archaeological and	5 5			
	important features,	cultural value?	Potential long-term positive			
	landscapes and	Will the proposal	impact on cultural heritage due			
	their settings.	help to improve the	to reduced emission and			
		wider historic	subsequent pollution levels.			
		environment and				
		sense of place?				
		Will the proposal				
		improve access to				
		sites of historic				
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		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?	An increased uptake of ultra-low emission vehicles has long-term positive impacts on the climate by reducing transport related carbon emissions and pollution.  Carbon emissions would reduce at point of use, but overall carbon emissions would only be reduced if the electricity utilised were generated from green sources.	+	Not supporting an increase in the shares of ultra-low emission vehicles means that the number of internal combustion engines will be continuing to increase. This could have a long-term negative impact on climactic factors, resulting from increased emissions.	-
	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?	No positive or significant negative effects have been identified.		No positive or significant negative effects have been identified.	

Air Quality	To reduce all forms of transport related air pollution and improve air quality, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth	Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	An increase in the uptake of ultra-low emission vehicles within the region at the expense of the ICE car trips will have a long-term positive impact on air quality through reducing emissions and pollution.	++	Not achieving increased uptake of ultra-low emission vehicles within the region means that ICE car trips will be continuing to increase. This could have a long-term negative impact on air quality, resulting from increased emissions.	-
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?	Reduced noise levels due to reduced motor noises.	+	No positive or significant negative effects have been identified.	0
Human Health	To improve quality of life and human health by	Will the proposal promote social inclusion and	Reduced emissions and improve air quality and in turn have a positive effect on health on	++	Not facilitating an increased uptake of ultra low emission vehicles means that usage of	-

	promoting active	improve access to	everyone, particularly of those	conventional ICE vehicles will
	lifestyles and	services, including	most at risk of respiratory illness	continue, potentially resulting
	increasing	healthcare, and	including older people and	in an increase in harmful
	sustainable access	opportunities,	children (including unborn	emissions, with a long-term
	for all to essential	especially for those	children).	negative impact on health.
	services (including	without a private		
	healthcare),	car?	This is the most significant	
	employment and	Will the proposal	positive impact of the	
	the natural	reduce the	introduction of EV charging	
	environment	likelihood of	infrastructure and will have	
		transport-related	health and wellbeing benefits	
		road accidents and		
		casualties?		
	To promote, invest	Will the proposal	Improved air quality within the	No positive or significant
	in, build and	protect and	regional city and town centres	negative effects have been
	maintain	enhance the	makes them a more pleasant	identified.
	infrastructure to	character, integrity	places to work particularly for	
	support the	and liveability of	those working outdoors (such as	
	development of	the towns and	market traders, street cleaners	
	high-quality places	villages and, rural	etc) including staff of	
		communities across	restaurants/ and cafes with	
		the region?	outdoor seating areas.	
		Will the proposal		
		improve the public		
		realm by improving		
		the public realm		
		and access?		
Population	To improve quality	Will the proposal	At present, the cost of an	- No positive or significant 0
	of life and human	promote social	electric vehicle makes it	negative effects have been
	health by	inclusion and	considerably more difficult for	identified.
	promoting active	improve access to	those on lower incomes to	
	lifestyles and	key services and	purchase such a vehicle.	
	increasing	opportunities,	Although the Scottish	

sustainable access especially for those Government offers a subsidy to	
for all to essential without a private encourage first adopters to	
services (including car? purchase an electric vehicle, this	
healthcare), Will the proposal presents a financial challenge to	
employment and help to improve those wishing to purchase a	
the natural access to vehicle. However, the	
environment greenspaces both prevalence of electric vehicles in	
for recreational and car showrooms is anticipated to	
health benefits? rise and the affordability of such	
Will the proposal vehicles will increase	
help to support an dramatically as the market	
ageing population grows, enabling a greater	
by providing number of people to afford	
appropriate them.	
transport choices to	
meet their needs? Similarly, there are challenges	
for the bus industry in	
decarbonising their fleet which	
may put at risk some of the	
more marginal services.	
Does not benefit those unable	
to drive, or those who choose	
not to drive.	
Geology and Soil To safeguard and Does the proposal Air quality improvements will - Continuing poor air quality	will -
improve soil cause soil sealing have a positive impact on soil result in air pollution with leading to the soil of	
quality, particularly and compaction? resulting from less air pollution, term negative impacts on so	oil.
high value Does the proposal with a long-term positive impact	
agricultural land result in the release on soil.	
and carbon rich soil of substances that	
and peatland could potentially ULEVs have a disproportionate	
habitats contaminate the negative impact on land use.	
soil? Both with regards to the	

		Does the proposal	materials used in ULEV making			
		ensure that	and to refuelling.			
		possible				
		contamination will	ULEVs will increase land take by			
		be properly	approximately 130 %. This is			
		remediated and not	mainly due to the land required			
		impact upon on	for producing the electricity			
		sensitive receptors,	required. With regards to ULEVs			
		such as surface	the required land take to			
		water and	produce clean fuels increases by			
		groundwater?	a factor of 10 for each kilometre			
	To protect sites	Will the proposal	travelled			
	designated for their	protect and				
	geological interest	enhance sites,				
		designated for their				
		geological interest?				
Water	To protect,	Does the proposal	Reducing transport related	+	No positive or significant	0
	maintain and	result in the release	emissions indirectly has the		negative effects have been	
	improve the quality	of water-borne	potential to improve water		identified.	
	of water	pollution into	quality.			
	environment and	watercourses,				
	wetlands that could	groundwater or				
	be directly or	reservoirs?				
	indirectly affected	Does the proposal				
	by transport	increase the				
	infrastructure and	amount of surface				
	protect against the	water run-off into				
	risk of flooding	water				
		environment? Or				
		increase the risk of				
		flooding?				

		Does the proposal physically impact on a watercourse?				
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?	the sustainable use of resources and lead to environmental improvements with long-term benefits for regional material	+	No positive or significant negative effects have been identified.	0
	To reduce the use of natural resources	Does the proposal allow for the sustainable use of natural resources?	There will, however, be increased maintenance requirements of the charging network.			

Delivery Theme: Decarbonising transport and a just transition							
Proposal relevant to the RTS 2024 – 2034: Rail decarbonisation							
SEA Theme	Objectives	Will the delivery	Assessment – Preferred Option	Score	Assessment – Alternative	Score	
		theme?	(with RTS)		Option (without RTS)		
Biodiversity, Flora	To protect,	Will the proposal	Electrification of the rail	+	Not supporting the	-	
and Fauna	maintain and	cause disturbance	network across the region		electrification of the rail		
	enhance	or damage to any	facilitates the deployment of		network across the region		
	biodiversity and	protected species	electric trains on the network		means that the number of		
	ecosystem services,	or habitat?	with a reduction in vehicle		diesel trains will be continuing		
	avoiding damage to	Will the proposal	pollutants.		to increase. This could have a		
	or loss of	protect and			long-term negative impact on		
	designated and	enhance the quality	NTS2 commits to replacement		biodiversity due to the		
	undesignated	and extent of	of diesel stock with alternative				

	wildlife sites and protected species	designated and undesignated sites?  Will the proposal result in a greener public realm, resulting in a net gain of biodiversity?	fuels including potential shift to hydrogen and if this can be delivered in the medium rather than long term then benefits will increase.		subsequent increase in vehicle pollutants.	
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?	No positive or significant negative effects on soil have been identified.	0	No positive or significant negative effects on soil have been identified.	0
Cultural Heritage	To protect and enhance historic and archaeological sites and other culturally and historically important features, landscapes and their settings.	Will the proposal protect and enhance sites, features and areas of historical, archaeological and cultural value?  Will the proposal help to improve the wider historic environment and sense of place?  Will the proposal improve access to sites of historic	No positive or significant negative effects on soil have been identified.	0	No positive or significant negative effects on soil have been identified.	0

		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?	An increased deployment of electric trains has long-term positive impacts on the climate by reducing transport related carbon emissions and pollution.  Carbon emissions would reduce at point of use, but overall carbon emissions would only be reduced if the electricity utilised were generated from green sources.  NTS2 commits to replacement of diesel stock with alternative fuels including potential shift to hydrogen and if this can be delivered in the medium rather than long term then benefits will increase.	+	Not supporting an increase in the deployment of electric trains means that the number of diesel trains will be continuing to increase. This could have a long-term negative impact on climactic factors, resulting from increased emissions.	-
	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	No positive or significant negative effects have been identified.		No positive or significant negative effects have been identified.	

		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, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth	Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	An increase in the deployment of electric trains on the rail network across the region at the expense of diesel trains will have a long-term positive impact on air quality through reducing emissions and pollution.  NTS2 commits to replacement of diesel stock with alternative fuels including potential shift to hydrogen and if this can be delivered in the medium rather than long term then benefits will increase.	++	Not achieving increased deployment of electric trains within the region means that diesel trains will be continuing to increase. This could have a long-term negative impact on air quality, resulting from increased emissions.	-
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	Reduced noise levels due to battery electric train engines.	+	No positive or significant negative effects have been identified.	0

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		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	Will the proposal	Reduced emissions and improve	++	Not facilitating an increased	-
	of life and human	promote social	air quality and in turn have a		deployment of electric trains	
	health by	inclusion and	positive effect on health on		means that usage of	
	promoting active	improve access to	everyone, particularly of those		conventional diesel trains will	
	lifestyles and	services, including	most at risk of respiratory illness		continue, potentially resulting	
	increasing	healthcare, and	including older people and		in an increase in harmful	
	sustainable access	opportunities,	children (including unborn		emissions, with a long-term	
	for all to essential	especially for those	children).		negative impact on health.	
	services (including	without a private	NTS2 commits to replacement			
	healthcare),	car?	of diesel stock with alternative			
	employment and	Will the proposal	fuels including potential shift to			
	the natural	reduce the	hydrogen and if this can be			
	environment	likelihood of	delivered in the medium rather			
		transport-related	than long term then benefits will			
		road accidents and	increase.			
		casualties?				
	To promote, invest	Will the proposal	Improved air quality within the		No positive or significant	
	in, build and	protect and	regional city and town centres		negative effects have been	
	maintain	enhance the	makes them a more pleasant		identified.	
	infrastructure to	character, integrity	places to work particularly for			
	support the	and liveability of	those working outdoors (such as			
		the towns and	market traders, street cleaners			

	development of high-quality places	villages and, rural communities across the region? Will the proposal improve the public realm by improving the public realm and access?	etc) including staff of restaurants/ and cafes with outdoor seating areas.			
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?	Reduced emissions and improve air quality and in turn have a positive effect on health on everyone, particularly of those most at risk of respiratory illness including older people and children (including unborn children).  NTS2 commits to replacement of diesel stock with alternative fuels including potential shift to hydrogen and if this can be delivered in the medium rather than long term then benefits will increase.	++	No positive or significant negative effects have been identified.	0
Geology and Soil	To safeguard and improve soil quality, particularly	Does the proposal cause soil sealing and compaction?	Air quality improvements will have a positive impact on soil resulting from less air pollution,	+	Continuing poor air quality will result in air pollution with longterm negative impacts on soil.	-

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	high value	Does the proposal	with a long-term positive impact			
	agricultural land	result in the release	on soil.			
	and carbon rich soil	of substances that				
	and peatland	could potentially	NTS2 commits to replacement			
	habitats	contaminate the	of diesel stock with alternative			
		soil?	fuels including potential shift to			
		Does the proposal	hydrogen and if this can be			
		ensure that	delivered in the medium rather			
		possible	than long term then benefits will			
		contamination will	increase.			
		be properly				
		remediated and not				
		impact upon on				
		sensitive receptors,				
		such as surface				
		water and				
		groundwater?				
	To protect sites	Will the proposal				
	designated for their	protect and				
	geological interest	enhance sites,				
		designated for their				
		geological interest?				
Water	To protect,	Does the proposal	Reducing transport related	+	No positive or significant	0
	maintain and	result in the release	emissions indirectly has the		negative effects have been	
	improve the quality	of water-borne	potential to improve water		identified.	
	of water	pollution into	quality.			
	environment and	watercourses,	•			
	wetlands that could	groundwater or	NTS2 commits to replacement			
	be directly or	reservoirs?	of diesel stock with alternative			
	indirectly affected	Does the proposal	fuels including potential shift to			
	by transport	increase the	hydrogen and if this can be			
	infrastructure and	amount of surface	delivered in the medium rather			
		water run-off into	dente de marchia madren father			
	1	acci ian on into				

	protect against the	water	than long term then benefits will			
	risk of flooding	environment? Or	increase.			
		increase the risk of				
		flooding?				
		Does the proposal				
		physically impact				
		on a watercourse?				
Material assets	To promote and	Will the proposal	Battery electric trains lead to	+	No positive or significant	0
	improve the	provide adequate	environmental improvements		negative effects have been	
	sustainable use and	transport choices	with long-term benefits for		identified.	
	management of the	that meet the	regional material assets.			
	transport network	needs of the people				
		within the Tactran				
		region?				
	To reduce the use	Does the proposal				
	of natural	allow for the				
	resources	sustainable use of				
		natural resources?				

Delivery Theme: Decarbonising transport and a just transition								
Proposal relevant to the RTS 2024 – 2034: Behaviour shift and modal shift for freight								
SEA Theme	Objectives	Will the delivery	Assessment – Preferred Option	Score	Assessment – Alternative	Score		
		theme?	(with RTS)		Option (without RTS)			
Biodiversity, Flora	To protect,	Will the proposal	Achieving a transfer of freight	+/-	Not achieving a transfer of	-		
and Fauna	maintain and	cause disturbance	from road to rail and water		freight from road to rail and			
	enhance	or damage to any	could have benefits for some		water would see road freight			
	biodiversity and	protected species	land-based species through		movements within the region			
	ecosystem services,	or habitat?	reduced road traffic but		continuing to increase with			
	avoiding damage to	Will the proposal	negative impacts on water-		subsequent impacts on			
	or loss of	protect and	based species and habitats,		biodiversity continue to worsen.			
	designated and	enhance the quality	especially around the ports of		Long-term negative impacts.			
	undesignated	and extent of						

	wildlife sites and	designated and	Dundon Montress and Dante		I	
		designated and	Dundee, Montrose and Perth,			
	protected species	undesignated sites?	through an increase in shipping.			
		Will the proposal				
		result in a greener				
		public realm,				
		resulting in a net				
		gain of				
		biodiversity?				
Landscape	To safeguard and	Will the proposal	A reduction in the number of	+	Not achieving a transfer of	-
	enhance the	protect and	HGVs on the road network		freight from road to rail and	
	character and	enhance the	within the region as well as a		water would see road freight	
	diversity of the	character and	reduction in vans could have a		movements within the region	
	landscape and	integrity of the	long-term positive impact on		continuing to increase, with	
	areas of valuable	distinctive	the landscape.		long-term negative impacts on	
	landscape	landscapes and	·		the landscape.	
		areas of valuable	Efficient freight movement is			
		landscapes?	essential to achieving the aims			
			of NTS2 and the RTS. The policy			
			provides the opportunity for			
			engagement and discussion and			
			to better understand the needs			
			of the freight industry.			
Cultural Heritage	To protect and	Will the proposal	A reduction in HGVs around	+	Not achieving a transfer of	-
	enhance historic	protect and	cultural and historical sites and		freight from road to rail and	
	and archaeological	enhance sites,	conservation areas could		water would see road freight	
	sites and other	features and areas	improve the setting of such sites		movements within the region	
	culturally and	of historical,	and reduce damage resulting		continuing to increase,	
	historically	archaeological and	from pollution and emissions.		subsequently negatively	
	important features,	cultural value?	,		impacting on the setting of such	
	landscapes and	Will the proposal	Efficient freight movement is		historic sites and increasing	
	their settings.	help to improve the	essential to achieving the aims		pollution which can be	
		wider historic	of NTS2 and the RTS. The policy			
		WIGGI IIISTOTIC	or 11102 and the Kib. The policy			

		environment and	provides the opportunity for		damaging to buildings and	
		sense of place?	engagement and discussion and		monuments.	
		Will the proposal	to better understand the needs		monuments.	
		improve access to	of the freight industry			
		sites of historic	or the reight madstry			
		and/or cultural				
		interest?				
Climate Change	To reduce	Will the proposal	Achieving a transfer of freight	+/-	Not achieving a transfer of	_
cimate change	greenhouse gas	help to reduce	from road to rail and water	,	freight from road to rail and	
	emissions from	emissions of	could have a long-term positive		water would see road freight	
	transport	greenhouse gases	impact on climate change		movements within the region	
	- 1	and, help Scotland	through reducing the number of		continuing to increase with	
		meet its emission	high-emitting HGVs on our		subsequent negative impacts on	
		targets?	roads. An increase in shipping,		climate change.	
		o o	however, could have long-term			
			negative impacts, as harbour			
			traffic is known to be a			
			significant contributor to			
			pollution and emissions, both			
			from ships themselves and from			
			traffic accessing the harbour.			
	To adapt the	Will the proposal	No positive or significant		No positive or significant	
	transport network	protect the Tactran	negative effects on soil have		negative effects on soil have	
	to the predicted	region from climate	been identified.		been identified.	
	effects of climate	change impacts and				
	change	help the region				
		function during				
		extreme weather				
		events?				
		Will the proposal				
		improve access to				
		services during				

Air Quality	To reduce all forms of transport related air pollution and improve air quality, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth	severe events?  Will the proposal help those communities at risk during severe weather to recover?  Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	Achieving a transfer of freight from road to rail and water could have a long-term positive impact on climate change through reducing the number of high-emitting HGVs on our roads. An increase in shipping, however, could have long-term negative impacts, as harbour traffic is known to be a significant contributor to pollution and emissions, both from ships themselves and from traffic accessing the harbour.	+/-	Not achieving a transfer of freight from road to rail and water would see road freight movements within the region continuing to increase with subsequent negative impacts on air quality.	-
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	Reduced noise levels due to reduced traffic levels.  Efficient freight movement is essential to achieving the aims of NTS2 and the RTS. The policy provides the opportunity for engagement and discussion and	+	No positive or significant negative effects have been identified.	0

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		of people exposed	to better understand the needs			
		to high levels of	of the freight industry.			
		noise with the				
		potential to cause				
		health problems,				
		particularly those in				
		deprived /				
		vulnerable				
		communities and				
		those groups at				
		risk?				
Human Health	To improve quality	Will the proposal	Achieving a transfer of freight	+/-	Not achieving a transfer of	-
	of life and human	promote social	from road to rail and water		freight from road to rail and	
	health by	inclusion and	would reduce the number of		water will likely result in an	
	promoting active	improve access to	HGVs and LGVs on the roads		increase in road freight vehicles.	
	lifestyles and	services, including	within the region, resulting in		As well as causing an increase in	
	increasing	healthcare, and	fewer harmful emissions and		harmful emissions, this will	
	sustainable access	opportunities,	reducing the likelihood of		result in a less safe travelling	
	for all to essential	especially for those	accidents involving large		environment, especially for	
	services (including	without a private	vehicles of this nature.		pedestrians and cyclists.	
	healthcare),	car?				
	employment and	Will the proposal	An increase in shipping,			
	the natural	reduce the	however, could have long-term			
	environment	likelihood of	negative impacts on air quality,			
		transport-related	as harbour traffic is known to be			
		road accidents and	a significant contributor to poor			
		casualties?	air quality in the City Centre			
			(currently and AQMA) through			
			emissions from ships			
			themselves and via traffic			
			accessing the harbour. The			
			impact on human health is			
			therefore mixed.			

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	To promote, invest in, build and maintain infrastructure to support the development of high-quality places	protect and enhance the character, integrity and liveability 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?	Encouraging a shift away from road freight will reduce the adverse impacts of freight and service vehicles on the street network.  Efficient freight movement is essential to achieving the aims of NTS2 and the RTS. The policy provides the opportunity for engagement and discussion and to better understand the needs of the freight industry.		Failing to encourage a shift away from road freight means that the region's roads and streets remain dominated by large numbers of vans and lorries providing similar goods and services to neighbouring businesses, contributing to congestion and making streets less safe and less pleasant for people walking, cycling and using public transport.	
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	promote social inclusion and improve access to key services and opportunities, especially for those without a private car?  Will the proposal	An increase in the volume of freight moved by rail and water could reduce congestion and enable the more efficient movement of freight.  Efficient freight movement is essential to achieving the aims of NTS2 and the RTS. The policy provides the opportunity for engagement and discussion and to better understand the needs of the freight industry.	+	Not achieving a transfer of freight from road to rail and water will likely result in an increase in road freight vehicles, with a corresponding increase in congestion. Journey times will remain variable. There will therefore be long-term negative impacts on the population.	

		appropriate transport choices to meet their needs?				
Geology and Soil	To safeguard and improve soil quality, particularly high value agricultural land and carbon rich soil and peatland habitats	Does the proposal cause soil sealing and compaction?  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?	Identified positive impacts on air quality can impact on soil through decreases in air pollution.		Identified negative impacts on air quality can impact on soil through increases in air pollution.	-
	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 environment and	Does the proposal result in the release of water-borne pollution into watercourses,	Reducing transport related emissions indirectly has the potential to improve water quality.	+ /-	Not achieving a transfer of freight from road to rail and water would see road transport's impacts on water continue to worsen (through an	-

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	wetlands that could	groundwater or			increase in run-off to water	
	be directly or	reservoirs?	An increase in shipping,		from road transport activities),	
	indirectly affected	Does the proposal	however, could have a long-		with long-term negative	
	by transport	increase the	term negative impact on water		impacts on water.	
	infrastructure and	amount of surface	quality through an increase in			
	protect against the	water run-off into	sea pollution resulting from a			
	risk of flooding	water	growth in seagoing vessels. A			
		environment? Or	corresponding decrease in HGV			
		increase the risk of	traffic could have positive			
		flooding?	impacts on the freshwater			
		Does the proposal	environment by reducing road			
		physically impact	runoff.			
		on a watercourse?				
Material assets	To promote and	Will the proposal	Achieving a transfer of freight	+	Not achieving a transfer of	-
	improve the	provide adequate	from road to rail and water		freight from road to rail and	
	sustainable use and	transport choices	promotes a more effective use		water will not address the	
	management of the	that meet the	of the transport infrastructure		current inefficient use of the	
	transport network	needs of the people	and assets as well as the		region's transport	
		within the Tactran	sustainable use of resources.		infrastructure and assets,	
		region?			contributing to the medium- to	
	To reduce the use	Does the proposal	Efficient freight movement is		long-term decline of such	
	of natural	allow for the	essential to achieving the aims		assets.	
	resources	sustainable use of	of NTS2 and the RTS. The policy			
		natural resources?	provides the opportunity for			
			engagement and discussion and			
			to better understand the needs			
			of the freight industry.			

Delivery Theme: Improving accessibility and security of our transport networks							
Proposal relevant to the RTS 2024 – 2034: Improved accessibility and security of the street environment							
SEA Theme	Objectives	Will the delivery	Assessment – Preferred Option	Score	Assessment – Alternative	Score	
		theme?	(with RTS)		Option (without RTS)		
Biodiversity, Flora	To protect,	Will the proposal	As part of improvements to both	+	No positive or significant	0	
and Fauna	maintain and	cause disturbance	the public realm there will be		negative effects have been		
	enhance	or damage to any	opportunities to realise a net		identified.		
	biodiversity and	protected species	gain in biodiversity.				
	ecosystem services,	or habitat?					
	avoiding damage to	Will the proposal					
	or loss of	protect and					
	designated and	enhance the quality					
	undesignated	and extent of					
	wildlife sites and	designated and					
	protected species	undesignated sites?					

		Will the proposal				
		result in a greener public realm,				
		resulting in a net				
		gain of				
		biodiversity?				
Landscape	To safeguard and enhance the	Will the proposal protect and	Public realm improvements would have a long-term positive	++	Failing to address the failings of the public realm could have	-
	character and	enhance the	impact on townscapes and		long-term negative impacts on	
	diversity of the	character and	streetscapes within the region		the townscapes and	
	landscape and	integrity of the	through the creation of a more		streetscapes.	
	areas of valuable	distinctive	attractive environment.			
	landscape	landscapes and				
		areas of valuable				
		landscapes?				
Cultural Heritage	To protect and	Will the proposal	Improvements to the public	++	Failing to implement public	-
	enhance historic	protect and	realm in the cities, towns and		realm improvements could see	
	and archaeological	enhance sites,	villages within the region could		a decline in the cities, towns and	
	sites and other	features and areas	improve the setting and		villages as historic places to	
	culturally and	of historical,	accessibility of areas and		spend time in.	
	historically important features,	archaeological and cultural value?	buildings of historic and cultural importance, many of which are		Not implementing accessibility	
	landscapes and	Will the proposal	located in and around the		improvements could also make	
	their settings.	help to improve the	centres, with long-term positive		some historical areas and	
	then settings.	wider historic	impacts on cultural heritage.		buildings inaccessible to certain	
		environment and	a mparta an anna an		groups. This will have a long-	
		sense of place?			term negative impact.	
		Will the proposal				
		improve access to				
		sites of historic				
		and/or cultural				
		interest?				

Climate Change	To reduce	Will the proposal	An improved public realm will	+	Failing to address the failings of	_
	greenhouse gas	help to reduce	have a long-term positive		the public realm could have	
	emissions from	emissions of	impact on the climate.		long-term negative impacts on	
	transport	greenhouse gases	•		the townscapes and	
	'	and, help Scotland	A more people-focussed		streetscapes, resulting in an	
		meet its emission	experience, and the granting of		increase of climate-changing	
		targets?	priority to activities other than		emissions if the impact of the	
			motorised traffic, could reduce		indiscriminate use of the car is	
			the number of car trips made		not addressed.	
			into the towns and cities,			
			subsequently reducing vehicle			
			emissions and pollution.			
	To adapt the	Will the proposal	As well as a general warming of		Failing to address the failings of	
	transport network	protect the Tactran	the climate, severe weather		the public realm could have	
	to the predicted	region from climate	events such as heatwaves,		long-term negative impacts on	
	effects of climate	change impacts and	droughts and heavy rainfall are		the resilience to severe weather	
	change	help the region	predicted to increase in		and climate change.	
		function during	frequency and intensity.			
		extreme weather	There will be multiple benefits			
		events?	resulting from blue and green			
		Will the proposal	infrastructure embedded in			
		improve access to	public realm improvements,			
		services during	including improved resilience to			
		severe weather	severe weather and climate			
		events?	change.			
		Will the proposal				
		help those				
		communities at risk				
		during severe				
		weather to				
		recover?				

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•	•	realm will have a long-term		·	
•		positive impact on air quality.			
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		' '			
	· ·			· ·	
	` <i>O</i> '	priority to activities other than		•	
	PM10, NOX, NO2)?	motorised traffic, could reduce		of the car is not addressed.	
The second secon		the number of car trips made to			
<mark>and Perth</mark>		the village, town and city			
		•			
		· '			
		'			
		emissions and pollution.			
Reduce noise and	Will the proposal	Reduced noise levels due to	+	No positive or significant	0
vibration	reduce the levels of	reduced traffic levels.		negative effects have been	
associated with the	noise generated?			identified.	
transport network	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				
	vibration associated with the	negards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  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,	of transport related air pollution and improve air quality, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Will the proposal reduce the levels of noise generated?  Will the proposal reduce the number of people exposed to high levels of noise with the potential to cause health problems,	of transport related air pollution and improve air quality, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration are duce the levels of noise generated?  Will the proposal reduce the number of people exposed to high levels of noise with the potential to cause health problems,	help to reduce dir pollution and of miprove air quality, in particularly with regards to the three declared Air Quality, Management Areas in Crieff, Dundee and Perth  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with the transport network  Reduce noise and vibration associated with 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,

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	those groups at risk?  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	An improved public realm that focusses on people and looks to significantly reduce the impacts of motorised traffic could encourage more walking and cycling in the centres, with long-term health benefits.  Less motorised traffic in the centres will also reduce levels of harmful emissions and pollution, decrease noise from road transport and reduce the likelihood of transport-related accidents and casualties.	++	Public realms unwelcoming to pedestrians and cyclists will fail to encourage more people to travel more actively more often. If efforts are not made to reduce motorised traffic declared AQMAs within the region, the designations will remain in place and air quality (and noise) could potentially worsen.  Increasing car traffic in the centres could also result in more accidents and injuries experienced by the travelling	
	To promote, invest in, build and maintain infrastructure to support the development of high-quality places	will the proposal protect and enhance the character, integrity and liveability of the towns and villages and, rural communities across the region?	Improving the accessibility of streets will particularly benefit older and disabled people through measures including removing obstacles, widening pavements for wheelchair access, introducing tactile paving, raising sections of roadway to make crossing easier, providing seating,		public. There will therefore be long-term negative impacts on health.  Failing to address the failings of the public realm is likely to see a further decline in retail and leisure activity in the villages, towns and cities within the region, with economic implications.  If improvements are not made to improve the accessibility of	

		realm by improving the public realm and access?	works and, where possible, ensuring on-street cycling facilities cater for the wide range of cycles used by disabled people will help to reduce inequalities and issues around social inclusion.  Major impact, enabling equality of access to opportunities and public services across a range of disadvantaged groups, enabling more people to travel independently.		discouraged from travelling there. There could subsequently be long-term negative impacts.	
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	As above.	++	As above.	

		transpart shaissa ta				
		transport choices to				
		meet their needs?	_			
Geology and Soil	To safeguard and	Does the proposal	As part of improvements to the	+	No positive or significant 0	)
	improve soil	cause soil sealing	public realm there will be		negative effects have been	
	quality, particularly	and compaction?	opportunities to and introduce		identified.	
	high value	Does the proposal	blue-green infrastructure.			
	agricultural land	result in the release				
	and carbon rich soil	of substances that				
	and peatland	could potentially				
	habitats	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	Will the proposal				
	designated for their	protect and				
	geological interest	enhance sites,				
		designated for their				
		geological interest?				
Water	To protect,	Does the proposal	Reducing transport related	+	No positive or significant 0	)
	maintain and	result in the release	emissions indirectly has the		negative effects.	
	improve the quality	of water-borne	potential to improve water			
	of water	pollution into	quality.			
	environment and	watercourses,				

	and a selection of the		A			
	wetlands that could	groundwater or	As part of improvements to the			
	be directly or	reservoirs?	public realm there will be			
	indirectly affected	Does the proposal	opportunities to and introduce			
	by transport	increase the	blue-green infrastructure.			
	infrastructure and	amount of surface				
	protect against the	water run-off into				
	risk of flooding	water				
		environment? Or				
		increase the risk of				
		flooding?				
		Does the proposal				
		physically impact				
		on a watercourse?				
Material assets	To promote and	Will the proposal	Improved public realms could	+	Failing to address the failings of	-
	improve the	provide adequate	become valuable assets for		the public realm and to improve	
	sustainable use and	transport choices	residents within the region to be		accessibility could contribute	
	management of the	that meet the	proud of.		towards the long-term decline	
	transport network	needs of the people			of material assets.	
		within the Tactran	Without significant			
		region?	improvements to the public			
	To reduce the use	Does the proposal	realm, it is likely that a range of			
	of natural	allow for the	improvements would not be			
	resources	sustainable use of	delivered. This would jeopardise			
			_			
			· · · · · · · · · · · · · · · · · · ·			
	of natural	allow for the	improvements would not be delivered. This would jeopardise the region's vision of creating an			

Delivery Theme: Imp	Delivery Theme: Improving accessibility and security of our transport networks								
Proposal relevant to	Proposal relevant to the RTS 2024 – 2034: Improved accessibility and security for all across public transport								
SEA Theme	Objectives	Will the delivery	Assessment – Preferred Option	Score	Assessment – Alternative	Score			
		theme?	(with RTS)		Option (without RTS)				
Biodiversity, Flora	To protect,	Will the proposal	An increase in mode shares for	+	Not achieving increased mode	-			
and Fauna	maintain and	cause disturbance	public transport will help to		shares for public transport				
	enhance	or damage to any	contribute to a decline in car		means that car trips will be				
	biodiversity and	protected species	use. This would have a long-		continuing to increase. This				
	ecosystem services,	or habitat?	term positive impact on		could have a long-term negative				
	avoiding damage to	Will the proposal	biodiversity, particularly for		impact on biodiversity,				
	or loss of	protect and	those species and habitats		particularly for those species				
	designated and	enhance the quality	currently suffering from		and habitats currently suffering				
	undesignated	and extent of							

Т	المانين مانالمانين	designated and	diatuudaanaa l		fuene distribution for a	
	wildlife sites and	designated and	disturbance caused by		from disturbance from	
	protected species	undesignated sites?	transport.		transport.	
		Will the proposal				
		result in a greener	A decline in the number of car		Negative impacts are likely to	
		public realm,	trips would also remove the		worsen with an increasing	
		resulting in a net	need for construction of new		number of car trips.	
		gain of	transport infrastructure, such as			
		biodiversity?	roads etc. which could also		An increasing number of car	
		-	negatively impact on		trips and a subsequent	
			biodiversity through damaging,		increased traffic volume could	
			disrupting and severing species		also increase the need for	
			and habitats.		construction of new transport	
					infrastructure, such as roads	
					etc. This could also negatively	
					impact on biodiversity through	
					damaging, disrupting and	
					severing species and habitats,	
					with a long-term negative	
					impact on biodiversity.	
Landscape	To safeguard and	Will the proposal	Increased mode shares public	+	Not achieving increased mode	
Lanuscape	enhance the		transport at the expense of car	т	shares public transport within	-
		•	·		•	
	character and	enhance the	trips hold the potential to		the region means that car trips	
	diversity of the	character and	reduce visual intrusion resulting		will be continuing to increase,	
	landscape and	integrity of the	from road traffic and		with long-term negative	
	areas of valuable	distinctive	congestion, with a long-term		impacts on the landscape.	
	landscape	landscapes and	positive impact on landscape.			
		areas of valuable				
		landscapes?				
Cultural Heritage	To protect and	Will the proposal	Fewer cars in conservation areas	+	Not achieving increased mode	-
	enhance historic	protect and	and around distinctive cultural		shares for public transport	
	and archaeological	enhance sites,	and historical sites within the		within the region could result in	
	sites and other	features and areas	region could improve the setting		more cars in conservation areas	
	culturally and	of historical,	and distinctiveness of these		and around cultural and	

	1.2.1211				1.5.15151	
	historically	archaeological and	sites and areas as well as their		historical sites and areas, thus	
	important features,	cultural value?	preservation. Pollution is known		detracting from their setting	
	landscapes and	Will the proposal	to have damaging effects on		and contributing to their	
	their settings.	help to improve the	cultural heritage. Long-term		degradation because of	
		wider historic	positive impact on cultural		increased pollution, with long-	
		environment and	heritage.		term negative impacts.	
		sense of place?				
		Will the proposal				
		improve access to				
		sites of historic				
		and/or cultural				
		interest?				
Climate Change	To reduce	Will the proposal	An increase in mode shares for	+	Not achieving increased mode	-
	greenhouse gas	help to reduce	public transport within the		shares for public transport	
	emissions from	emissions of	region at the expense of car		within the region means that car	
	transport	greenhouse gases	trips will have a long-term		trips will be continuing to	
	·	and, help Scotland	positive impact on climate		increase. This could have a long-	
		meet its emission	change through reducing		term negative impact on	
		targets?	emissions and pollution.		climactic factors, resulting from	
			·		increased emissions.	
	To adapt the	Will the proposal	No positive or significant		No positive or significant	
	transport network	protect the Tactran	negative effects have been		negative effects have been	
	to the predicted	region from climate	identified.		identified.	
	effects of climate	change impacts and				
	change	help the region				
		function during				
		extreme weather				
		events?				
		Will the proposal				
		improve access to				
		services during				
		severe weather				
		events?				

Air Quality	To reduce all forms	Will the proposal help those communities at risk during severe weather to recover?	An increase in mode charge for		Not askinging ingressed mode	
Air Quality	To reduce all forms of transport related air pollution and improve air quality, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth	Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	An increase in mode shares for public transport within the region at the expense of the car trips will have a long-term positive impact on air quality through reducing emissions and pollution.  Low emission and alternative fuels including potential shift to hydrogen would see benefits increase sooner — although the pace at which such developments are brought forward is beyond the scope of the RTS. AQMAs located in Crieff, Dundee and Perth would benefit through reduced private car movements and a shift to public and shared transport.	++	Not achieving increased mode shares for public transport within the region means that car trips will be continuing to increase. This could have a long-term negative impact on air quality, resulting from increased emissions.	-
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	Reduced noise levels due to reduced traffic levels.	+	No positive or significant negative effects have been identified.	0

	T					
		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	Will the proposal	An increased mode share for	++	Not achieving increased mode	
	of life and human	promote social	public transport at the expense		share for public transport could	
	health by	inclusion and	of car trips within the region will		result in a continued increase in	
	promoting active	improve access to	have significant long-term		car trips within the region, thus	
	lifestyles and	services, including	benefits for human health.		increasing emissions and	
	increasing	healthcare, and	It will result in less pollution and		contributing to poor air quality.	
	sustainable access	opportunities,	emissions, subsequently			
	for all to essential	especially for those	reducing incidences of		Not seeking to improve the	
	services (including	without a private	respiratory problems, and poor		accessibility of public transport	
	healthcare),	car?	air quality which is known to		services could see some	
	employment and	Will the proposal	reduce life expectancy.		locations, including healthcare	
	the natural	reduce the			facilities, remain fairly	
	environment	likelihood of	Low emission and alternative		inaccessible to those without	
		transport-related	fuels including potential shift to		access to a private car,	
		road accidents and	hydrogen would see benefits		potentially contributing	
		casualties?	increase sooner – although the		towards social exclusion,	
			<mark>pace at which such</mark>		especially of the elderly who are	
			developments are brought		typically more reliant on such	

	To promote, invest in, build and maintain infrastructure to support the development of high-quality places	Will the proposal protect and enhance the character, integrity and liveability 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?	forward is beyond the scope of the RTS. AQMAs located in Crieff, Dundee and Perth would benefit through reduced private car movements and a shift to public and shared transport.  Improved public transport routes and services could also improve access to key services, such as healthcare facilities etc.  No positive or significant negative effects have been identified.		No positive or significant negative effects have been identified.	
Population	To improve quality of life and human	Will the proposal promote social	Measures to improve the accessibility of public transport	++	Not improving accessibility of public transport services and	
	health by promoting active	inclusion and improve access to	services will have long-term positive impacts on the		achieving increased mode shares for bus and rail could	
	lifestyles and	key services and	economy by reducing		lead a continued increase in car	
	increasing	opportunities,	congestion and improving		trips within the region, thus	
	sustainable access	especially for those	journey time reliability, enabling		exacerbating congestion and	

	for all to essential services (including healthcare), employment and the natural environment	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?	the more efficient movement of people and freight.  Improvements to the accessibility of public transport services, serving a range of destinations, will have a long-term positive impact on social inclusion by encouraging and facilitating greater use of public transport to access key services and opportunities. This will be of particular benefit to those without access to a car or who have given up driving, such as the elderly or disabled.  Major impact, enabling equality		contributing to journey time unreliability.  Not seeking to improve accessibility of public transport services could see some locations remain fairly inaccessible to those without access to a private car, potentially contributing towards social exclusion, especially of the elderly who are typically more reliant on such services. Long-term negative impacts on the population.	
			of access to opportunities and public services across a range of disadvantaged groups, enabling more people to travel independently.			
Geology and Soil	To safeguard and improve soil quality, particularly high value agricultural land and carbon rich soil and peatland habitats	Does the proposal cause soil sealing and compaction?  Does the proposal result in the release of substances that could potentially contaminate the soil?	Air quality improvements will have a positive impact on soil resulting from less air pollution, with a long-term positive impact on soil.  Low emission and alternative fuels including potential shift to hydrogen would see benefits	+	Not achieving increased mode shares for active travel within the region means that car trips will be continuing to increase. This could also lead to an increase in air pollution, with long-term negative impacts on soil.	-

		Does the proposal ensure that possible	increase sooner – although the pace at which such developments are brought			
		contamination will	forward is beyond the scope of			
		be properly	the RTS.			
		remediated and not impact upon on				
		sensitive receptors,				
		such as surface				
		water and				
		groundwater?				
	To protect sites	Will the proposal				
	designated for their	protect and				
	geological interest	enhance sites,				
		designated for their				
Water	To protect,	geological interest?  Does the proposal	Reducing transport related	+	No positive or significant	0
vvatci	maintain and	result in the release	emissions indirectly has the		negative effects have been	
	improve the quality	of water-borne	potential to improve water		identified.	
	of water	pollution into	quality.			
	environment and	watercourses,				
	wetlands that could	groundwater or	Opportunity to adopt			
	be directly or	reservoirs?	sustainable drainage options			
	indirectly affected	Does the proposal	and incorporate blue-green			
	by transport infrastructure and	increase the amount of surface	infrastructure.			
	protect against the	water run-off into				
	risk of flooding	water				
		environment? Or				
		increase the risk of				
		flooding?				

		Does the proposal physically impact on a watercourse?				
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?	sustainable use of the regional transport infrastructure, they can bring long-term positive benefits to material assets.	+	Failing to improve the accessibility of public transport services deprives the people of Aberdeen of a useful asset and could lead to the overuse of existing assets, with a long-term negative impact	-
	To reduce the use	Does the proposal				
	of natural	allow for the				
	resources	sustainable use of				
		natural resources?				

Delivery Theme: R	Delivery Theme: Reducing the need to travel by car through the location of development and services											
Proposal relevant to the RTS 2024 – 2034: Reducing the need to travel by car through the location of development and services												
SEA Theme	Objectives		tives	Will the	e delivery	Assessment -	- Preferred Option	Score	Assessment -	- Alternative	)	Score
				thei	me?	(w	rith RTS)		Option (wit	thout RTS)		
Biodiversity, Flor	а Т	ō	protect,	Will the	e proposal	Encouraging	sustainable travel	++	Not encouraging	and facilitat	ting	
and Fauna	n	naintain	and	cause d	disturbance	to new devel	opments will have		sustainable tra	avel in r	new	
	е	nhance		or dama	age to any	long-term po	ositive impacts on		developments	could	see	

					<u> </u>	
	biodiversity and	protected species	biodiversity through reducing		increased land take from	
	ecosystem services,	or habitat?	land take for transport, reducing		transport and increased	
	avoiding damage to	Will the proposal	pollution and minimising		pollution hence disruption to	
	or loss of	protect and	disruption to habitats and		habitats and species, with long-	
	designated and	enhance the quality	species resulting from transport.		term negative impacts.	
	undesignated	and extent of				
	wildlife sites and	designated and	Consolidation of development			
	protected species	undesignated sites?	served by sustainable transport			
		Will the proposal	reduces the use of greenfield			
		result in a greener	land, offering opportunities to			
		public realm,	improve biodiversity,			
		resulting in a net	particularly when considering			
		gain of	street connectivity and the			
		biodiversity?	movement of flora and fauna			
		-	across landscapes <sup>15</sup> .			
			Ensuring that transport and land			
			use strategies and planning			
			frameworks complement each			
			other should ensure biodiversity			
			needs play a more prominent			
			role in decision-making than			
			they do at present.			
Landscape	To safeguard and	Will the proposal	Positive impact as consolidated	+	Failure to cater for sustainable	
	enhance the	protect and	developments will take less		travel in the development	
	character and	enhance the	greenfield land, will make far		process could see an increased	
	diversity of the	character and	more efficient use of the land		requirement for new roads and	
	landscape and	integrity of the	overall.		bridges to accompany new	
	areas of valuable	distinctive			development with long-term	
	landscape	landscapes and				

<sup>&</sup>lt;sup>15</sup> M Brierley and P Cockett: 'Urban biodiversity as strategy for walkability (breakout presentation)'. Journal of Transport & Health, 2017, Vol 7, Dec. (Supplement), S28-S29. <a href="https://doi.org/10.1016/j.jth.2017.11.046">https://doi.org/10.1016/j.jth.2017.11.046</a>

		areas of valuable landscapes?	Developers will also be encouraged to consider the landscape as an integral part of development plans.		negative impacts on the landscape.
Cultural Heritage	To protect and enhance historic and archaeological sites and other culturally and historically important features, landscapes and their settings.	Will the proposal protect and enhance sites, features and areas of historical, archaeological and cultural value? 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?	Higher density development, with a critical mass of people and more potential for local venues, are more likely to enable participation in cultural activities.  Higher density development also important to maintain local heritage.	+	No positive or significant negative effects have been identified.
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?	Land use planning can bring long-term positive effects. Reducing the need to travel by encouraging people to live and work locally will positively affect the emissions generated by new developments. Supporting the use of active and sustainable transport modes for new developments rather than the use of private cars will further	++	Not encouraging and facilitating sustainable travel to new developments could contribute to climate change as car travel continues to remain the main mode of transport to such sites, with long-term negative impacts.

		CC	ontribute to	reducing		
			espective emissions	~		
		l Th	he extent of the ab	nove will be		
			elatively local			
			evelopments altho			
			he scale of de			
			roposed within t	·		
			egion this will likely			
			long-term positive			
			and composition			
		Hi	ligher density de	velopments		
			lso provide a critic	•		
			opulation to sup			
			ervices etc. manife	·		
		bı	uildings or terrace	ed housing.		
		Th	his may reduce c	overall land		
		ta	ake on developmer	nt schemes,		
		al	llowing for enhance	ed blue and		
		gr	reen infrastructure.			
То	adapt the Will th	ie proposal No	lo positive or	significant	No positive or significa	nt
transp	ort network protect	the Tactran ne	egative effects I	have been	negative effects have bee	n
to th	ne predicted region f	rom climate id	dentified.		identified.	
effects	_	impacts and				
change	·	the region				
	function	١				
	extrem	e weather				
	events?					
		ie proposal				
	· ·	e access to				
	services	0				
	severe	weather				
	events?					

Air Quality	To reduce all forms of transport related air pollution and improve air quality, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth	Will the proposal help those communities at risk during severe weather to recover?  Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	Sustainable land use planning can bring long-term positive effects to air quality. It encourages developments to be planned in such a way that the need to travel is reduced and encourages travel by the most sustainable modes by prioritising access to these from the outset.  Ensuring that transport and land use strategies and planning frameworks complement each other should ensure air quality play a more prominent role in decision making than they do at	++	Not encouraging and facilitating sustainable travel to new developments could contribute to climate change as car travel continues to remain the main mode of transport to such sites, with long-term negative impacts.	-
			decision-making than they do at present.			
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?	Reduced noise levels due to reduced traffic levels.	+	No positive or significant negative effects have been identified.	0

		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				
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	risk?  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?	Research has shown that larger settlements with higher densities can provide a critical mass of population to support local services, improve economic productivity, reduced transport emissions, better public health, and greater social interaction (cp. RTPI (2018): Settlement Patterns, Urban Form and Sustainability).  Ensuring that transport and land use strategies and planning frameworks complement each other should ensure health implications play a more prominent role in decision-making than they do at present.	++	Failure to properly consider transport in the land use planning process can result in developments that are focussed around the car and are difficult to access by other modes. This can result in the increase of harmful emissions and reduce the likelihood of people walking and cycling, with long-term negative impacts on health.	-

	To promote, invest in, build and maintain infrastructure to support the development of high-quality places	Will the proposal protect and enhance the character, integrity and liveability 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?	Major positive impact. The role transport plays in facilitating growth presents an opportunity to shape the region into a region that works well for everyone.  Using new public transport links and better walking and cycling environments to help areas develop will create a future of reduced car dependency and increased active travel.  Planning streets and places around walking, cycling and public transport will increase active, efficient and sustainable travel for short trips around new town centres. Improving public transport connections between existing communities will		Failure to properly consider transport in the land use planning process can result in developments that are focussed on the car and are difficult to access by other modes.  This can have a long-term negative on the public realm.	
			· · · · · · · · · · · · · · · · · · ·			
Population	To improve quality of life and human health by promoting active lifestyles and increasing sustainable access for all to essential services (including	promote social inclusion and improve access to key services and opportunities, especially for those without a private	Sustainable land use planning can bring long-term positive effects to the population. It encourages developments to be planned in such a way that the need to travel is reduced by prioritising access by active and sustainable modes sustainable mode.	++	Failure to properly consider transport in the land use planning process can result in developments that are focussed on the car and are difficult to access by other modes. This can have a long-term negative on the population.	-

healthcare),	Will the proposal		
employment and	help to improve	Consolidated developments	
the natural	access to	with a focus on public spaces for	
environment	greenspaces both	people can boost footfall and	
	for recreational and	trading by up to 40% <sup>16</sup> , and can	
	health benefits?	help to reduce retail vacancy in	
	Will the proposal	high streets and town centres <sup>17</sup> .	
	help to support an		
	ageing population	Consolidated developments	
	by providing	with highly connected active	
	appropriate	and sustainable transport	
	transport choices to	networks are more likely to	
	meet their needs?	make a positive contribution to	
		labour productivity <sup>18</sup> .	
		Keeping investment local	
		through community wealth-	
		building can develop the skills of	
		local people and create stable,	
		well-paying jobs for local	
		people <sup>19</sup> .	
		Investment in better place-	
		making can boost land values by	

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 $\underline{\text{https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution}}$ 

<sup>&</sup>lt;sup>16</sup> Health Matters: Air Pollution. Guidance. Public Health England, Nov. 2018.

<sup>&</sup>lt;sup>17</sup> Street Appeal: The Value of Street Improvements. University College London, for Transport for London, 2018. <a href="http://content.tfl.gov.uk/street-appeal.pdf">http://content.tfl.gov.uk/street-appeal.pdf</a>

<sup>&</sup>lt;sup>18</sup> M Rohani and G Lawrence: The Relationship between Pedestrian Connectivity and Economic Productivity in Auckland's City Centre. Technical Report 2017/007-2. Auckland Council, Nov. 2017.

 $<sup>\</sup>frac{https://static1.squarespace.com/static/58e441d2f7e0abde3be51110/t/5a559d50085229d58dfed85b/1515560335402/TR2017-007-2-Pedestrian connectivity-economic-productivity-Auckland-city-centre-scenarios.pdf}$ 

<sup>&</sup>lt;sup>19</sup> How We Built Community Wealth in Preston: Achievements and Lessons. Centre for Local Economic Strategies (CLES), Jul. 2019. <a href="https://cles.org.uk/publications/how-we-built-community-wealth-in-preston-achievements-and-lessons/">https://cles.org.uk/publications/how-we-built-community-wealth-in-preston-achievements-and-lessons/</a>

			up to 25%. <sup>20</sup> Environments			
			enabling active and sustainable			
			transport links sustain and			
			increase their value because			
			they are popular places in which			
			to live and do business. This can			
			be beneficial in that it could			
			bring investment and jobs <sup>21</sup> .			
Geology and Soil	To safeguard and	Does the proposal	Supporting consolidated	+	Any deterioration in air quality	-
	improve soil	cause soil sealing	developments has a long-term		can have subsequent negative	
	quality, particularly	and compaction?	positive impact on soil quantity		impacts on soil.	
	high value	Does the proposal	and quality.			
	agricultural land	result in the release				
	and carbon rich soil	of substances that	Air quality improvements can			
	and peatland	could potentially	reduce the impacts of air			
	habitats	contaminate the	pollution on soil.			
		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?				

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<sup>&</sup>lt;sup>20</sup> Development: The Value of Placemaking. Savills, 2016. <a href="https://pdf.euro.savills.co.uk/uk/residential">https://pdf.euro.savills.co.uk/uk/residential</a>—-other/spotlight-the-value-of-placemaking-2016.pdf

<sup>&</sup>lt;sup>21</sup> Walkability and Mixed-Use: Making Valuable and Healthy Communities. The Prince's Foundation, Dec. 2020. https://princes-foundation.org/journal/walkability-report

	To marked 1971	AACH Alea manarita				
	To protect sites	Will the proposal				
	designated for their	protect and				
	geological interest	enhance sites,				
		designated for their				
		geological interest?				
Water	To protect,	Does the proposal	Traditional low-density	+	No positive or significant	0
	maintain and	result in the release	developments will use		negative effects have been	
	improve the quality	of water-borne	greenfield land and make less		identified.	
	of water	pollution into	efficient use of land overall.			
	environment and	watercourses,	Supporting consolidated			
	wetlands that could	groundwater or	developments will minimise the			
	be directly or	reservoirs?	impact of new development on			
	indirectly affected	Does the proposal	watercourses.			
	by transport	increase the				
	infrastructure and	amount of surface	Reducing transport related			
	protect against the	water run-off into	emissions indirectly has the			
	risk of flooding	water	potential to improve water			
		environment? Or	quality.			
		increase the risk of				
		flooding?	Opportunity to adopt			
		Does the proposal	sustainable drainage options			
		physically impact	and incorporate blue-green			
		on a watercourse?	infrastructure into new			
		on a water course.	developments.			
Material assets	To promote and	Will the proposal	Consolidated developments can	+	Failure to consider transport	-
	improve the	provide adequate	bring long term positive benefits		and land use planning together	
	sustainable use and	transport choices	to material assets. Such		can result in the development of	
	management of the	that meet the	developments encourage such		sub-standard assets.	
	transport network	needs of the people	assets to be planned in the most			
		within the Tactran	effective way to give the largest			
		region?	benefit to the and helps ensure			
	1	1 -0.5	i a a compare to the and market and the			

	To reduce the use	Does the proposal	that facilities are planned in a		
	of natural	allow for the	joined up and easily accessible		
	resources	sustainable use of	way.		
		natural resources?			

Delivery Theme: Improving strategic connectivity							
Proposal relevant to the RTS 2024 – 2034: Address pinch points on the strategic road network							
SEA Theme	Objectives	Will the delivery	Assessment – Preferred Option	Score	Assessment – Alternative	Score	
		theme?	(with RTS)		Option (without RTS)		

					1	
Biodiversity,	Flora	To protect,	Will the proposal	More reliable and safer trunk	 No positive or significant	0
and Fauna		maintain and	cause disturbance	road network may encourage	negative effects have been	
		enhance	or damage to any	more car trips. This could	identified.	
		biodiversity and	protected species	subsequently increase car		
		ecosystem services,	or habitat?	kilometres and respective		
		avoiding damage to	Will the proposal	emissions, impacting on		
		or loss of	protect and	habitats and species.		
		designated and	enhance the quality			
		undesignated	and extent of	The policy is aimed at safety-led		
		wildlife sites and	designated and	road improvements on roads		
		protected species	undesignated sites?	which are either already in place		
			Will the proposal	or for which development		
			result in a greener	including land take will be		
			public realm,	required. The general effect in		
			resulting in a net	the long term will be negative		
			gain of	and will need to be mitigated.		
			biodiversity?			
				Use of land for new transport		
				infrastructure may also cause		
				disturbance of habitats and		
				species and result in negative		
				effects because of human		
				activities, such as recreational		
				activities outdoors, noise from		
				transport etc.		
				It may also result in coastal		
				squeeze and pollution of other		
				environmental media, including		
				water, soil and air.		

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?	Effects can arise within the landscape and/or townscape and visual baseline context.  The policy is aimed at safety-led road improvements on roads which are either already in place or for which development including land take will be required. The general effect in the long term will be negative and will need to be mitigated.  Considerable potential to cause irreversible harm.		No positive or significant negative effects have been identified.	0
Cultural Heritage	To protect and enhance historic and archaeological sites and other culturally and historically important features, landscapes and their settings.	Will the proposal protect and enhance sites, features and areas of historical, archaeological and cultural value? 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?	The policy is aimed at safety-led road improvements on roads which are either already in place or for which development including land take will be required. The general effect in the long term will be negative and will need to be mitigated.  Use of land for new infrastructure may cause disturbance of heritage assets and their settings because of human activity, such as recreation, transport related noise pollution etc. and more direct pollution of	1	No positive or significant negative effects have been identified.	0

	1				
			environmental media, including		
			water, soil, and air.		
Climate Change	To reduce	Will the proposal	More reliable and safer trunk	 Failing to provide attractive	-
	greenhouse gas	help to reduce	road network may encourage	infrastructure to realistically	
	emissions from	emissions of	more car trips, dependent on	enable the use of non-car	
	transport	greenhouse gases	the scale of the scheme(s)	alternatives en route during	
		and, help Scotland	implemented. This could	trunk road improvements could	
		meet its emission	subsequently increase car	result in a continued increase in	
		targets?	kilometres and respective	car trips, with long-term	
			carbon emissions and	negative impacts through	
			pollutants.	increased emissions.	
			·		
			May contradict objectives and	Failing to tackle traffic	
			policies aimed at encouraging	congestion will also increase	
			modal shift, although this will be	emissions, with a long-term	
			dependent on the provision of	negative impact.	
			attractive and realistic non-car		
			alternatives en route.		
			are macres en route.		
			The policy is aimed at safety-led		
			road improvements on roads		
			which are either already in place		
			or for which development		
			including land take will be		
			required. The general effect in		
			the long term will be negative		
			and will need to be mitigated.		
			], , , , , , , , , ,		
			Loss of potentially designated		
			lands during construction and		
			operation has the potential for		
			permanent, minor negative or		
			uncertain effects on the climate.		

to t	port network he predicted ts of climate ge help function extreme events? Will th improve services severe events? Will th help	e proposal the Tactran rom climate mpacts and he region region weather leads to during the access to during weather	It is acknowledged that the RTS can play a role in protecting carbon rich soils and peatland habitats when identifying potential locations for new infrastructure or routes.  Manufacture of materials and construction activities would release emissions which would add to the atmospheric concentration of greenhouse gases.  Schemes would improve the resilience of the strategic road network to the anticipated impacts of climate change and reduce the need for closures during bad weather, resulting in long-term positive effects after completion.	No positive or significant negative effects have been identified.	
	during weathe recover	to			

Air Quality	To reduce all forms of transport related air pollution and improve air quality, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth	Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	There is potential for a future increase in traffic volumes during operation of the project, because of improved connectivity and resilience, though this is unlikely to have a significant effect on air quality.  Measures to tackle traffic congestion will also have a positive impact through decreasing emissions.  There are opportunities to explore integration of green infrastructure in project design to remove air pollution, though any effects this would have on air quality would be unlikely to	+/-	Failing to provide attractive infrastructure to realistically enable the use of non-car alternatives en route during trunk road improvements could result in a continued increase in car trips, with long-term negative impacts through increased emissions.  Failing to tackle traffic congestion will also increase emissions, with a long-term negative impact.	-
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	be significant.  Reduced noise levels due to reduced congestion levels.	+	No positive or significant negative effects have been identified.	0

Т	T				T	
		potential to cause				
		health problems,				
		particularly those in				
		deprived /				
		vulnerable				
		communities and				
		those groups at				
		risk?				
Human Health To im	prove quality	Will the proposal	Reduced traffic and therefore	+	Failing to address congestion on	-
of life	e and human	promote social	emissions in Perth, Dundee and		the strategic road network is	
healtl	n by	inclusion and	Stirling city centres. Reduced		likely to see an increase in	
prom	oting active	improve access to	congestion levels.		harmful emissions as traffic	
lifesty	les and	services, including			grows.	
increa	asing	healthcare, and	Reduced accidents on trunk			
susta	inable access	opportunities,	roads (A90(S), M8, M9, A85 etc.)		infrastructure to realistically	
for a	ll to essential	especially for those	and in the city centres due to		enable the use of non-car	
servio	es (including	without a private	reduced traffic. Reduced		alternatives en route during	
healtl	ncare),	car?	number of accidents and a		trunk road improvements could	
emplo	oyment and	Will the proposal	reduction in the severity of		result in a continued increase in	
the		reduce the	occurring accidents.		car trips, with long-term	
enviro	onment	likelihood of			negative impacts on human	
		transport-related	Reduction in particulate matter		health through increased	
		road accidents and	emissions both within urban		emissions and pollutants.	
		casualties?	areas and communities on trunk			
			roads will have a positive impact			
			on air quality and subsequently			
			on human health.			
To pr	omote, invest	Will the proposal	No positive or significant		No positive or significant	
in,	build and	protect and	negative effects have been		negative effects have been	
maint	ain	enhance the	identified.		identified.	
infras	tructure to	character, integrity				
suppo	ort the	and liveability of				
		the towns and				

	development of high-quality places	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?	Measures to reduce congestion on the strategic road network will allow for greater journey time reliability and ensure the efficient movement of freight, thus contributing to economic growth.  Improved connectivity on the strategic road network could promote social inclusion and improve accessibility to key services and facilities, with long-term positive impacts.	+	Failing to improve the connectivity of the strategic road network within the region could exacerbate congestion and contribute to journey time unreliability.	-
Geology and Soil	To safeguard and improve soil	Does the proposal cause soil sealing	The policy is aimed at safety-led road improvements on roads		No positive or significant negative effects have been identified.	0
	quality, particularly	and compaction?	which are either already in		identified.	

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high value	Does the proposal	place, but development		
agricultural land	result in the release	including land take will be		
and carbon rich soil	of substances that	required. The general effect in		
and peatland	could potentially	the long term will be negative		
habitats	contaminate the	and will need to be mitigated		
	soil?			
	Does the proposal	The RTS can play a role in		
	ensure that	protecting carbon rich soils and		
	possible	peatland habitats when		
	contamination will	identifying potential locations		
	be properly	for new infrastructure or routes.		
	remediated and not	Detailed mitigation and		
	impact upon on	enhancement opportunities will		
	sensitive receptors,	be developed as part of the		
	such as surface	design and consenting process		
	water and	at scheme level		
	groundwater?			
To protect sites	Will the proposal	Use of land for new transport		
designated for their	protect and	infrastructure, and an		
geological interest	enhance sites,	associated increase in		
	designated for their	impermeable surfaces.		
	geological interest?			
		Land that is sealed no longer		
		performs many of its former		
		ecological functions. Rain no		
		longer stays were it falls to be		
		used by plants but runs off the		
		impervious surface causing		
		problems of flooding, erosion,		
		and sedimentation.		
		Less soil water available for		
		evaporation means that the		

			impermeable areas get hotter and there is a reduction in the humidity of the area affected.			
Water	To protect, maintain and improve the quality of water environment 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 environment? Or increase the risk of flooding?  Does the proposal physically impact on a watercourse?	The policy is aimed at safety-led road improvements on roads which are either already in place, but development including land take will be required. The general effect in the long term will be negative and will need to be mitigated  Use of land for new transport infrastructure, and an associated increase in impermeable surfaces.  Risk of significant flooding events is also likely to increase in the future, particularly because of climate change.  Pollution from transport related infrastructure such as roads and rail lines, areas of parking etc.) discharging into waterbodies can result in exceedances of water quality standards.		No positive or significant negative effects have been identified.	0
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	Loss of land during construction and operation has the potential for permanent, long-term negative or uncertain effects on natural material assets.	+	No positive or significant negative effects have been identified.	0

		within the Tactran region?	Land-use within the corridors		
Te	To reduce the use	Does the proposal	could potentially change as a		
0	of natural	allow for the	result of the project.		
re	esources	sustainable use of			
		natural resources?	Construction of the project		
			would consume energy and		
			finite resources, as well as		
			generate demolition and		
			construction waste, resulting in		
			long-term negative or uncertain		
			effects on built material assets.		

Delivery Theme: Improving strategic connectivity

Proposal relevant to the RTS 2024 – 2034: Improve rail connectivity

SEA Theme	Objectives	Will the delivery	Assessment – Preferred Option	Score	Assessment – Alternative	Score
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	theme?  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?	(with RTS)  An increase in mode share for rail is desired as this could result in less road traffic and therefore lead to a decrease in the negative impacts of road traffic on biodiversity, particularly in terms of pollution and run-off from roads likely to affect aquatic biodiversity.  More people travelling by rail rather than road could lead to a decline in the need for construction of new road transport facilities, such as roads etc. to meet for increasing demand, the construction of which could cause disruption to habitats and species and impact on protected sites.  Long-term positive impact on biodiversity.	+	Option (without RTS)  Failing to encourage and enable mode shift to rail could see a continued increase in car trips within the region and a subsequent increased land take for facilities for road transport which could cause disruption to and severance of habitats and species.	-
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	Increasing the mode share for rail could reduce the need for new infrastructure for motorised road transport, such as roads etc. This could subsequently result in a long-term positive impact on the landscape.	+	Failing to enable and encourage mode shift to rail could see a continued increase in car trips within the region, with a corresponding increase in infrastructure to meet demand which may have long-term	-

		areas of valuable landscapes?			negative impacts on the landscape.
Cultural Heritage	To protect and enhance historic and archaeological sites and other culturally and historically important features, landscapes and their settings.	Will the proposal protect and enhance sites, features and areas of historical, archaeological and cultural value?  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?	Improvements to rail services could improve accessibility to sites of historic and cultural interest.  An increase in rail mode share at the expense of car trips could reduce pollution and poor air quality which can have a damaging effect on historic buildings and heritage sites. This will subsequently have a positive impact on cultural heritage.	+	Without improvements to rail services, some destinations may remain inaccessible to those without access to a car.  Not enabling and encouraging mode shift from car to rail could see an increase in pollution and poor air quality, with damaging effects on buildings and historic monuments.  Long-term negative impact on cultural heritage.
Climate Change	To reduce greenhouse gas emissions from transport  To adapt the transport network to the predicted effects of climate change	Will the proposal help to reduce emissions of greenhouse gases and, help Scotland meet its emission targets?  Will the proposal protect the Tactran region from climate change impacts and help the region function during	Increasing the mode share for rail could lead to a corresponding decrease in car trips within the region, resulting in fewer emissions and less pollution, with long-term positive impacts on the climate.  Schemes would improve the resilience of the strategic rail network to the anticipated impacts of climate change and reduce the need for closures during bad weather, resulting in	+	Failing to enable and encourage mode shift to rail could see a continued increase in car trips within the region and, subsequently, increase carbon emissions, with long-term negative impacts.  No positive or significant negative effects have been identified.

Air Quality	To reduce all forms of transport related air pollution and improve air quality,	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?  Will the proposal help to reduce emissions of priority pollutants in line with Scottish	Increasing the mode share for rail could lead to a corresponding decrease in car trips within the region, resulting	+	Failing to enable and encourage mode shift to rail could see a continued increase in car trips within the region and,	-
	in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth	in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	in fewer emissions and less pollution, with long-term positive impacts on air quality.		subsequently, increase emissions and pollutants, with long-term negative impacts on air quality.	
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	Reduced noise levels due to reduced congestion levels.  Increased noise and vibration impact from increased number of trains on the lines.	+/-	No positive or significant negative effects have been identified.	0

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 likelihood of sirr quality.	T T			T	I		
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 inclusion and promoting active improve access to lifestyles and increasing sustainable access for all to essential services (including healthcare), employment and the natural reduce the promote social inclusion and increase in pollution and in improvement in reduce  Human Health  To improve quality of life and human health by inclusion and those groups at risk?  Will the proposal promote social indigetion and improvements to rail connectivity across the region will have a long-term positive impact on health by potentially making healthcare facilities more accessible, especially for those without access to a car.  Not enabling and encouraging mode shift from car to rail could see an increase in pollution and emissions, with long-term negative impacts on health.			_				
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 reduce the lifestylem and those groups at risk?  Human Health  To improve quality of life and human hote communities and those groups at risk?  Himproved rail connectivity across the region will have a long-term positive impact on health by potentially making healthcare facilities more accessible, especially for those without access to a car.  Not enabling and encouraging mode shift from car to rail could see an increase in pollution and emissions, with long-term negative impacts on health.			noise with the				
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 reduce the promote social without access to deprive accession deprived / vulnerable communities, and those groups at risk?  Improved rail connectivity across the region will have a long-term positive impact on health by potentially making healthcare facilities more accessible, especially for those without access to a car.  Should rail mode share increase at the expense of car trips, this will lead to a decrease in pollution and in improvement in pollution and in improvements to rail connectivity across the region will have a long-term positive impact on health by potentially making healthcare facilities more accessible, especially for those without access to a car.  Not enabling and encouraging mode shift from car to rail could see an increase in pollution and emissions, with long-term negative impacts on health.			potential to cause				
deprived / vulnerable   communities and those groups at risk?			health problems,				
Vulnerable communities and those groups at risk?   Will the proposal promote yoriginate and increasing services (including healthcare), employment and the natural   Will the proposal promote social inclusion and increase at the expense of car trips, this will lead to a decrease in pollution and in improvement in   Vulnerable communities and those groups at risk?   Will the proposal trisk?   Wil			particularly those in				
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 reduce the proposal risk?  Human Health  To improve quality of life and human health by inclusion and limproved rail connectivity across the region will have a long-term positive impact on health by potentially making healthcare facilities more accessible, especially for those without access to a car.  Human Health  To improve quality of life and human health by inclusion and improve access to social improve access to leath by potentially making healthcare facilities more accessible, especially for those without access to a car.  Not enabling and encouraging mode shift from car to rail could see an increase in pollution and emissions, with long-term negative impacts on health.			deprived /				
those groups at risk?  Human Health  To improve quality of life and human health by of life and human health by promote social inclusion and lifestyles and increasing sustainable access for all to essential services (including healthcare), employment and the natural reduce the promosal risk?  Human Health  To improve quality will the proposal promote social increasing success to life and human health by promote social inclusion and long-term positive impact on health by potentially making health by potentially making healthcare facilities more accessible, especially for those without access to a car.  Not enabling and encouraging mode shift from car to rail could see an increase in pollution and emissions, with long-term negative impacts on health.			vulnerable				
Human Health  To improve quality of life and human health by inclusion and lifestyles and increasing sustainable access for all to essential services (including healthcare), employment and the natural reduce the promosal of life and human health are duce the proposal of life and human health by inclusion and long-term positive impact on long-term positive impact on long-term positive impact on health by potentially making health by potentially making health by potentially making healthcare facilities more accessible, especially for those without access to a car.  Not enabling and encouraging mode shift from car to rail could see an increase in negative impacts on health.			communities and				
Human Health  To improve quality of life and human health by inclusion and lifestyles and increasing sustainable access for all to essential services (including healthcare), employment and the natural reduce the promosal of life and human health are duce the proposal of life and human health by inclusion and long-term positive impact on long-term positive impact on health across the region will have a long-term positive impact on health by potentially making health by potentially making health by potentially making healthcare facilities more accessible, especially for those without access to a car.  Not enabling and encouraging mode shift from car to rail could see an increase in pollution and emissions, with long-term negative impacts on health.			those groups at				
of life and human health by inclusion and promote social inclusion and promoting active lifestyles and increasing sustainable access for all to essential services (including healthcare), employment and the natural reduce the promote social inclusion and long-term positive impact on health by potentially making health by potentially making health by potentially making health by potentially making health by potentially benefitting health may remain inaccessible to those without access to a car.  Not enabling and encouraging mode shift from car to rail could see an increase in pollution and emissions, with long-term negative impacts on health.							
of life and human health by promote social inclusion and promoting active lifestyles and increasing sustainable access for all to essential services (including healthcare), employment and the natural reduce the promote social inclusion and long-term positive impact on health by potentially making health by potentially making health by potentially making health by potentially making health by potentially benefitting health may remain inaccessible to those without access to a car.  Not enabling and encouraging mode shift from car to rail could see an increase in pollution and emissions, with long-term negative impacts on health.	Human Health	To improve quality	Will the proposal	Improved rail connectivity	++	Without improvements to rail	-
promoting active lifestyles and increasing sustainable access for all to essential services (including healthcare), employment and the natural reduce the promoting active lifestyles and lifestyles and increasing services, including healthcare facilities more accessible, especially for those without access to a car.  Not enabling and encouraging mode shift from car to rail could see an increase at the expense of car trips, this will lead to a decrease in pollution and in improvement in pollution and in improvement in		of life and human	promote social	across the region will have a		services, some destinations	
lifestyles and increasing healthcare, and sustainable access for all to essential services (including healthcare), employment and the natural reduce the life services, including healthcare facilities more accessible, especially for those without access to a car.  healthcare facilities more accessible, especially for those without access to a car.  Not enabling and encouraging mode shift from car to rail could see an increase in pollution and emissions, with long-term negative impacts on health.		health by	inclusion and	long-term positive impact on		potentially benefitting health	
increasing sustainable access for all to essential services (including healthcare), employment and the natural reduce the modes increasing sustainable access opportunities, especially for those without access to a car.  Accessible, especially for those without access to a car.  Should rail mode share increase at the expense of car trips, this will lead to a decrease in pollution and in improvement in pollution		promoting active	improve access to	health by potentially making		may remain inaccessible to	
sustainable access for all to essential services (including healthcare), employment and the natural reduce opportunities, especially for those without a private car? without access to a car.  without access to a car.  Should rail mode share increase at the expense of car trips, this will lead to a decrease in pollution and in improvement in pollution and in improvement in		•				those without access to a car.	
sustainable access for all to essential services (including healthcare), employment and the natural reduce opportunities, especially for those without a private car? without access to a car.  without access to a car.  Should rail mode share increase at the expense of car trips, this will lead to a decrease in pollution and in improvement in pollution and in improvement in		increasing	healthcare, and	accessible, especially for those			
for all to essential services (including healthcare), employment and the natural reduce the polition and in improvement in services (including healthcare), employment and the natural services (including without a private car? Should rail mode share increase at the expense of car trips, this will lead to a decrease in pollution and in improvement in services (including without a private car? Should rail mode share increase at the expense of car trips, this will lead to a decrease in pollution and in improvement in services.		sustainable access	opportunities,	1		Not enabling and encouraging	
services (including healthcare), car?  employment and the natural reduce the services (including healthcare) without a private car?  Should rail mode share increase at the expense of car trips, this will lead to a decrease in pollution and emissions, with long-term negative impacts on health.		for all to essential	especially for those				
healthcare), car? at the expense of car trips, this employment and Will the proposal the natural reduce the pollution and in improvement in emissions, with long-term negative impacts on health.		services (including		Should rail mode share increase		see an increase in pollution and	
employment and the natural will the proposal reduce the pollution and in improvement in the natural reduce the pollution and in improvement in the natural reduce the pollution and in improvement in the natural reduce the pollution and in improvement in the natural reduce the pollution and in improvement in the natural reduce the pollution and in improvement in the natural reduce the pollution and in improvement in the natural reduce the pollution and in improvement in the natural reduce the natural red		healthcare),	car?	at the expense of car trips, this		emissions, with long-term	
the natural reduce the pollution and in improvement in		employment and	Will the proposal	1			
		• •		pollution and in improvement in			
		environment	likelihood of				
transport-related			transport-related				
road accidents and			· •				
casualties?			casualties?				
To promote, invest Will the proposal No positive or significant No positive or significant		To promote, invest	Will the proposal	No positive or significant		No positive or significant	
in, build and protect and negative effects have been negative effects have been		•					
maintain enhance the identified. identified.		,	'	•		•	
infrastructure to character, integrity		infrastructure to					
support the and liveability of							
development of the towns and		• •					
high-quality places 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	Will the proposal promote social inclusion and	Improved rail services and connectivity would have a long-terms positive impact on the	++	No improvement to rail connectivity could lead to a continued increase in car trips	-
	promoting active lifestyles and	improve access to key services and	residents in the region.		within the region, increasing congestion with long-term	
	increasing	opportunities,	Increasing the number of		negative impacts on the	
	sustainable access	especially for those	destinations and origins in the		economy.	
	for all to essential	without a private	wider region by rail would,			
	services (including	car?	combined with reduced journey		Certain destinations could	
	healthcare),	Will the proposal	times, contribute towards social		remain inaccessible to those	
	employment and	help to improve	inclusion by improving access to		without access to a car, with	
	the natural	access to	jobs, education and other key		long-term negative impacts on	
	environment	greenspaces both	services, particularly for those		social inclusion.	
		for recreational and health benefits?	without access to a car or who are no longer able to drive, such			
		Will the proposal	as the elderly. More people			
		help to support an	travelling by train rather than			
		ageing population	car could reduce congestion and			
		by providing	pollution and result in more			
		appropriate	reliable journey times for people			
		transport choices to	and freight.			
		meet their needs?				
Geology and Soil	To safeguard and	Does the proposal	Increasing the mode share for	+	Failing to enable and encourage	-
	improve soil	cause soil sealing	rail could lead to a		mode shift from car to rail could	
	quality, particularly	and compaction?				

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	high value	Does the proposal	corresponding decline in car		see a continued increase in car	
	agricultural land	result in the release	trips within the region.		trips within the region.	
	and carbon rich soil	of substances that				
	and peatland	could potentially	Reduced demand for road		This may lead to the necessity to	
	habitats	contaminate the	transport would reduce the		construct new transport and a	
		soil?	need for new traffic		subsequent worsening of air	
		Does the proposal	infrastructure, such as roads etc.		quality, resulting in soil	
		ensure that	The construction of which could		pollution and contamination,	
		possible	have negative impacts on soil,		with long-term negative	
		contamination will	resulting in contamination and		impacts.	
		be properly	pollution.			
		remediated and not				
		impact upon on	Air quality improvements could			
		sensitive receptors,	also positively impact on soil.			
		such as surface				
		water and	Long-term positive impact on			
		groundwater?	soil.			
	To protect sites	Will the proposal				
	designated for their	protect and				
	geological interest	enhance sites,				
		designated for their				
		geological interest?				
Water	To protect,	Does the proposal	Use of land for new transport	+/-	Failing to enable and encourage	-
	maintain and	result in the release	infrastructure, and an		mode shift to rail could see a	
	improve the quality	of water-borne	associated increase in		continued increase in car traffic.	
	of water	pollution into	impermeable surfaces.		This may lead to the necessity of	
	environment and	watercourses,			new transport construction,	
	wetlands that could	groundwater or	Increasing the mode share for		potentially leading to water	
	be directly or	reservoirs?	rail could lead to a		pollution and contamination,	
	indirectly affected	Does the proposal	corresponding decline in car		with long-term negative	
	by transport	increase the	trips within the region.		impacts.	
	infrastructure and	amount of surface			•	
		water run-off into				
	l					

	1				T	r
	protect against the	water	Reduced demand for road			
	risk of flooding	environment? Or	transport would reduce the			
		increase the risk of	need for new traffic			
		flooding?	infrastructure, such as roads etc.			
		Does the proposal	The construction of which could			
		physically impact	have negative impacts on water,			
		on a watercourse?	resulting in contamination and			
			pollution, potentially resulting			
			in exceedances of water quality			
			standards.			
Material assets	To promote and	Will the proposal	Improved rail services would be	+	Not improving rail services	-
	improve the	provide adequate	a valuable resource for the		could deprive the people of the	
	sustainable use and	transport choices	people of the Tactran region,		region of what could be a	
	management of the	that meet the	with a long-term positive impact		significant material asset. It may	
	transport network	needs of the people	on material assets.		also lead to the further	
		within the Tactran			deterioration of road assets	
		region?			through increased usage.	
	To reduce the use	Does the proposal				
	of natural	allow for the				
	resources	sustainable use of				
		natural resources?				

Delivery Theme: Imp	roving strategic conne	ctivity				
Proposal relevant to	the RTS 2024 – 2034: I	mprove connectivity to	freight destinations			
SEA Theme	Objectives	Will the delivery	Assessment – Preferred Option	Score	Assessment – Alternative	Score
		theme?	(with RTS)		Option (without RTS)	
Biodiversity, Flora	To protect,	Will the proposal	Efficient freight movement is	+/-	Not achieving a transfer of	-
and Fauna	maintain and	cause disturbance	essential to achieving the aims		freight from road to rail and	
	enhance	or damage to any	of NTS2 and the RTS. The policy		water would see road freight	
	biodiversity and	protected species	provides the opportunity for		movements within the region	
	ecosystem services,	or habitat?	engagement and discussion and		continuing to increase with	
	avoiding damage to	Will the proposal	to better understand the needs		subsequent impacts on	
	or loss of	protect and	of the freight industry.		biodiversity continue to worsen.	
	designated and	enhance the quality			Long-term negative impacts.	
	undesignated	and extent of	The policy aims to ensure freight			
	wildlife sites and	designated and	vehicles are routed via the most			
	protected species	undesignated sites?	appropriate modes and routes,			
		Will the proposal	avoiding city and town centres			
		result in a greener	where possible.			
		public realm,				
		resulting in a net	Achieving a transfer of freight			
		gain of	from road to rail and water			
		biodiversity?	could have benefits for some			
			land-based species through			
			reduced road traffic but			
			negative impacts on water-			
			based species and habitats,			
			especially around the ports of			
			Dundee, Montrose and Perth,			
			through an increase in shipping.			

Landscape	To safeguard and	Will the proposal	Efficient freight movement is	+	Not achieving a transfer of	_
Lanascape	enhance the	protect and	essential to achieving the aims	'	freight from road to rail and	
	character and	enhance the	of NTS2 and the RTS. The policy		water would see road freight	
	diversity of the	character and	provides the opportunity for		movements within the region	
	landscape and	integrity of the	engagement and discussion and		continuing to increase, with	
	areas of valuable	distinctive	to better understand the needs		long-term negative impacts on	
	landscape	landscapes and	of the freight industry.		the landscape.	
	lanascape	areas of valuable	or the height madstry.		the landscape.	
		landscapes?	The policy aims to ensure freight			
		ianascapes:	vehicles are routed via the most			
			appropriate modes and routes,			
			avoiding city and town centres			
			where possible.			
			where possible.			
			A reduction in the number of			
			HGVs on the road network			
			within the region as well as a			
			reduction in vans could have a			
			long-term positive impact on			
			the landscape.			
Cultural Heritage	To protect and	Will the proposal	Efficient freight movement is	+	Not achieving a transfer of	_
Cartararricande	enhance historic	protect and	essential to achieving the aims		freight from road to rail and	
	and archaeological	enhance sites,	of NTS2 and the RTS. The policy		water would see road freight	
	sites and other	features and areas	provides the opportunity for		movements within the region	
	culturally and	of historical,	engagement and discussion and		continuing to increase,	
	historically	archaeological and	to better understand the needs		subsequently negatively	
	important features,	cultural value?	of the freight industry.		impacting on the setting of such	
	landscapes and	Will the proposal	7.		historic sites and increasing	
	their settings.	help to improve the	The policy aims to ensure freight		pollution which can be	
		wider historic	vehicles are routed via the most		damaging to buildings and	
		environment and	appropriate routes, avoiding		monuments.	
		sense of place?				
		conse or place.		l .		

		NACH The second				1
		Will the proposal	city and town centres where			
		improve access to	<mark>possible</mark> .			
		sites of historic				
		and/or cultural	A reduction in HGVs around			
		interest?	cultural and historical sites and			
			conservation areas could			
			improve the setting of such sites			
			and reduce damage resulting			
			from pollution and emissions.			
Climate Change	To reduce	Will the proposal	Efficient freight movement is	+/-	Not achieving a transfer of	-
	greenhouse gas	help to reduce	essential to achieving the aims		freight from road to rail and	
	emissions from	emissions of	of NTS2 and the RTS. The policy		water would see road freight	
	transport	greenhouse gases	provides the opportunity for		movements within the region	
	·	and, help Scotland	engagement and discussion and		continuing to increase with	
		meet its emission	to better understand the needs		subsequent negative impacts on	
		targets?	of the freight industry.		climate change.	
		85.12.				
			The policy aims to ensure freight			
			vehicles are routed via the most			
			appropriate modes and routes,			
			avoiding city and town centres			
			where possible.			
			where possible.			
			Achieving a transfer of freight			
			from road to rail and water			
			could have a long-term positive			
			impact on climate change			
			through reducing the number of			
			high-emitting HGVs on our			
			roads. An increase in shipping,			
			however, could have long-term			
			negative impacts, as harbour			
			traffic is known to be a			

	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?	significant contributor to pollution and emissions, both from ships themselves and from traffic accessing the harbour.  No positive or significant negative effects on soil have been identified.		No positive or significant negative effects on soil have been identified.	
Air Quality	To reduce all forms of transport related air pollution and improve air quality, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth	Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	Efficient freight movement is essential to achieving the aims of NTS2 and the RTS. The policy provides the opportunity for engagement and discussion and to better understand the needs of the freight industry.  The policy aims to ensure freight vehicles are routed via the most	+/-	Not achieving a transfer of freight from road to rail and water would see road freight movements within the region continuing to increase with subsequent negative impacts on air quality.	-

			appropriate modes and routes, avoiding city and town centres where possible.  Achieving a transfer of freight from road to rail and water could have a long-term positive impact on climate change through reducing the number of high-emitting HGVs on our roads. An increase in shipping, however, could have long-term negative impacts, as harbour traffic is known to be a significant contributor to pollution and emissions, both from ships themselves and from traffic accessing the harbour.			
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	Reduced noise levels due to reduced traffic levels.	+	No positive or significant negative effects have been identified.	0

		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?	Efficient freight movement is essential to achieving the aims of NTS2 and the RTS. The policy provides the opportunity for engagement and discussion and to better understand the needs of the freight industry.  The policy aims to ensure freight vehicles are routed via the most appropriate routes, avoiding city and town centres where possible.  Achieving a transfer of freight from road to rail and water would reduce the number of HGVs and LGVs on the roads within the region, resulting in fewer harmful emissions and reducing the likelihood of accidents involving large vehicles of this nature.  An increase in shipping, however, could have long-term	+/-	Not achieving a transfer of freight from road to rail and water will likely result in an increase in road freight vehicles. As well as causing an increase in harmful emissions, this will result in a less safe travelling environment, especially for pedestrians and cyclists.	

	To promote, invest in, build and maintain infrastructure to support the development of high-quality places	Will the proposal protect and enhance the character, integrity and liveability of the towns and villages and, rural communities across the region?  Will the proposal improve the public realm by improving the public realm	negative impacts on air quality, as harbour traffic is known to be a significant contributor to poor air quality in the City Centre (currently and AQMA) through emissions from ships themselves and via traffic accessing the harbour. The impact on human health is therefore mixed.			
Population	To improve quality	and access?  Will the proposal	Efficient freight movement is	+	Not achieving a transfer of	-
	of life and human health by	promote social	essential to achieving the aims		freight from road to rail and	
	health by promoting active	inclusion and improve access to	of NTS2 and the RTS. The policy provides the opportunity for		water will likely result in an increase in road freight vehicles,	
	lifestyles and	key services and	engagement and discussion and		with a corresponding increase in	
	increasing	opportunities,	to better understand the needs		congestion. Journey times will	
	sustainable access	especially for those	of the freight industry.		remain variable. There will	
	for all to essential	without a private			therefore be long-term negative	
	services (including	car?			impacts on the population.	

	T	Г			T	
	healthcare),	Will the proposal	The policy aims to ensure freight			
	employment and	help to improve	vehicles are routed via the most			
	the natural	access to	appropriate modes and routes,			
	environment	greenspaces both	avoiding city and town centres			
		for recreational and	where possible.			
		health benefits?				
		Will the proposal	An increase in the volume of			
		help to support an	freight moved by rail and water			
		ageing population	could reduce congestion and			
		by providing	enable the more efficient			
		appropriate	movement of freight.			
		transport choices to				
		meet their needs?				
Geology and Soil	To safeguard and	Does the proposal	Identified positive impacts on	+	Identified negative impacts on	-
	improve soil	cause soil sealing	air quality can impact on soil		air quality can impact on soil	
	quality, particularly	and compaction?	through decreases in air		through increases in air	
	high value	Does the proposal	pollution.		pollution.	
	agricultural land	result in the release	·		i e	
	and carbon rich soil	of substances that				
	and peatland	could potentially				
	habitats	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?				
		0.03.14.14.00.1				

Water	To protect sites designated for their geological interest  To protect, maintain and improve the quality of water environment and wetlands that could be directly or indirectly affected by transport infrastructure and protect against the risk of flooding	Will the proposal protect and enhance sites, designated for their geological interest?  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 environment? Or increase the risk of flooding?	Reducing transport related emissions indirectly has the potential to improve water quality.  An increase in shipping, however, could have a long-term negative impact on water quality through an increase in sea pollution resulting from a growth in seagoing vessels. A corresponding decrease in HGV traffic could have positive impacts on the freshwater environment by reducing road.	+/-	Not achieving a transfer of freight from road to rail and water would see road transport's impacts on water continue to worsen (through an increase in run-off to water from road transport activities), with long-term negative impacts on water.	-
		Does the proposal physically impact on a watercourse?	environment by reducing road runoff.			
Material assets	To promote and improve the sustainable use and management of the transport network  To reduce the use of natural resources	Will the proposal provide adequate transport choices that meet the needs of the people within the Tactran region?  Does the proposal allow for the	Efficient freight movement is essential to achieving the aims of NTS2 and the RTS. The policy provides the opportunity for engagement and discussion and to better understand the needs of the freight industry.  The policy aims to ensure freight vehicles are routed via the most	+	Not achieving a transfer of freight from road to rail and water will not address the current inefficient use of the region's transport infrastructure and assets, contributing to the medium- to long-term decline of such assets.	-

sustainable use of	appropriate modes and routes,		
natural resources?	avoiding city and town centres		
	where possible.		

Delivery Theme: Imp	roving strategic conne	ctivity				
Proposal relevant to	the RTS 2024 – 2034: I	mprove access to airpo	orts			
SEA Theme	Objectives	Will the delivery theme?	Assessment – Preferred Option (with RTS)	Score	Assessment – Alternative Option (without RTS)	Score
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?	Proposals merely outline support for improvements to air services so will have no impact on biodiversity.  Individual proposals may have impacts. It is acknowledged that each must be assessed on an individual basis.  Improving surface access to the airport is unlikely to impact upon biodiversity.	0	No positive or significant negative effects have been identified.	0
Landscape	To safeguard and enhance the character and diversity of the landscape and	Will the proposal protect and enhance the character and integrity of the	Proposals merely outline support for improvements to air services so will have no impact on the landscape.	0	No positive or significant negative effects have been identified.	0

	areas of valuable landscape	distinctive landscapes and areas of valuable landscapes?	Improving surface access to the airport may impact upon the landscape to a certain extent as the area around Dundee airport is already not heavily built-up.			
Cultural Heritage	To protect and enhance historic and archaeological sites and other culturally and historically important features, landscapes and their settings.	Will the proposal protect and enhance sites, features and areas of historical, archaeological and cultural value? 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?	No positive or significant negative effects have been identified.	0	No positive or significant negative effects have been identified.	0
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?	The proposals merely outline support for improvements to air services so will have no impact on climate change.  Individual proposals may have impacts. It is acknowledged that they must be subject to their own individual assessments.	+/-	Failing to improve surface access to the airport for all modes of transport means that access by car will continue to dominate, thus increasing emissions around the airports in the wider region, with long-term negative impacts on the climate.	-

	_	_	1	,	
		Promoting increased surface			
		access to the airport by			
		improving public transport			
		connections and active travel			
		infrastructure could have a long-			
		term positive impact on climate			
		change by reducing the need to			
		drive to the airport, hence			
		resulting in fewer emissions			
		from airport traffic.			
		nom an port trame.			
		Encouraging additional air travel			
		will have minor negative			
		impacts.			
To adapt the	Will the proposal	No positive or significant	-	No positive or significant	
1					
transport network	-	negative effects on soil have		negative effects on soil have	
to the predicted	_	been identified.		been identified.	
effects of climate	change impacts and				
change	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, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth	Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	The proposals merely outline support for improvements to air services so will have no impact on local air quality.  Individual proposals may have impacts. It is acknowledged that they must be subject to their own individual assessments.  Improving surface access to the airports within the wider region for sustainable modes of transport could have a long-term positive impact on air quality by reducing the need to drive to the airport, hence resulting in fewer emissions from airport traffic.  Encouraging air travel may have a minor negative impact.	+/-	Failing to improve surface access to the airport for all modes of transport means that access by car will continue to dominate, thus increasing emissions around the airports in the wider region, with long-term negative impacts on air quality.	
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	Increased noise and vibration impact from an increased frequency of air services.		No positive or significant negative effects have been identified.	0

		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	Will the proposal	The proposals merely outline	+/-	No positive or significant	0
	of life and human	promote social	support for improvements to air		negative effects have been	
	health by	inclusion and	services so will have no impact		identified.	
	promoting active	improve access to	on climate change.			
	lifestyles and	services, including				
	increasing	healthcare, and	Individual proposals may have			
	sustainable access	opportunities,	impacts. It is acknowledged that			
	for all to essential	especially for those	they must be subject to their			
	services (including	without a private	own individual assessments.			
	healthcare),	car?				
	employment and	Will the proposal	Promoting increased surface			
	the natural	reduce the	access to the airport by			
	environment	likelihood of	improving public transport			
		transport-related	connections and active travel			
		road accidents and	infrastructure could have a long-			
		casualties?	term positive impact on climate			
			change by reducing the need to			
			drive to the airport, hence			
			resulting in fewer emissions			
			from airport traffic.			
			Encouraging air travel may have			
			minor negative impacts.			

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	To promote, invest	· ·	No positive or significant		No positive or significant	
	in, build and	protect and	negative effects have been		negative effects have been	
	maintain	enhance the	identified.		identified.	
	infrastructure to	character, integrity				
	support the	and liveability of				
	development of	the towns and				
	high-quality places	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	Will the proposal	Improved connectivity between	+	No positive or significant	0
	of life and human	promote social	the economic centres of		negative effects have been	
	health by	inclusion and	Aberdeen, Dundee, Edinburgh,		identified.	
	promoting active	improve access to	Inverness, and Perth, enabling			
	lifestyles and	key services and	agglomeration benefits. The			
	increasing	opportunities,	continuation and improvement			
	sustainable access	especially for those	of air services connecting the			
	for all to essential	without a private	region to the rest of the UK and			
	services (including	car?	further afield with the ultimate			
	healthcare),	Will the proposal	aim of being able to travel			
	employment and	help to improve	between the region and any			
	the natural	access to	major city in the world either			
	environment	greenspaces both	directly or with, at most, only			
		for recreational and	one stop. Such improvements in			
		health benefits?	international connectivity			
		Will the proposal	support regional business and			
		help to support an	stimulate new markets for			
		ageing population	inbound tourism.			
		by providing				
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		appropriate transport choices to meet their needs?				
Geology and Soil	To safeguard and improve soil quality, particularly high value agricultural land and carbon rich soil and peatland habitats  To protect sites	Does the proposal cause soil sealing and compaction?  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?  Will the proposal	Air quality improvements arising from actions in relation to this proposal can positively impact upon soil.	+	Failing to address air quality issues could have long-term negative impacts on soil.	
	designated for their geological interest	protect and enhance sites, designated for their geological interest?				
Water	To protect, maintain and improve the quality of water environment and	Does the proposal result in the release of water-borne pollution into watercourses,	The objectives and actions merely outline support for improvements to air services so will have no impact on water.	+	No positive or significant negative effects have been identified.	0

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	wetlands that could	groundwater or	Reducing emissions related to			
	be directly or	reservoirs?	surface access to the airports			
	indirectly affected	Does the proposal	within the wider region			
	by transport	increase the	indirectly has the potential to			
	infrastructure and	amount of surface	improve water quality.			
	protect against the	water run-off into				
	risk of flooding	water				
		environment? Or				
		increase the risk of				
		flooding?				
		Does the proposal				
		physically impact				
		on a watercourse?				
Material assets	To promote and	Will the proposal	Any improvements to the	+	Failing to support airport	-
	improve the	provide adequate	airports within the wider region,		improvements could result in	
	sustainable use and	transport choices	as supported by Tactran, could		the deterioration of those	
	management of the	that meet the	help to enhance those material		material assets.	
	transport network	needs of the people	assets, with a long-term positive			
		within the Tactran	impact.			
		region?				
	To reduce the use	Does the proposal				
	of natural	allow for the				
	resources	sustainable use of				
		natural resources?				

Delivery Theme: Imp	roving network resilier	nce				
Proposal relevant to	the RTS 2024 – 2034: I	mproving network resi	ilience			
SEA Theme	Objectives	Will the delivery theme?	Assessment – Preferred Option (with RTS)	Score	Assessment – Alternative Option (without RTS)	Score
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?	A reduction in the likelihood of disruptive events resulting from the increased risk of extreme weather and flooding leads to long-term benefits to biodiversity, offering protection to habitats and species at risk of flooding.	+	Failing to take action to prevent and reduce disruptive events resulting from the increased risk of extreme weather and flooding could have long-term negative impacts on species and habitats vulnerable to flooding incidents	-
Landscape	To safeguard and enhance the character and diversity of the landscape and	Will the proposal protect and enhance the character and integrity of the	Flood defences and other infrastructure can negatively impact upon the landscape settings within the region but do serve to protect important	+/-	Landscape features will not be protected from the effects of disruptive events resulting from the increased risk of extreme	-

	areas of valuable landscape	distinctive landscapes and areas of valuable	features from the effects of disruptive events resulting from the increased risk of extreme		weather and flooding, with long-term negative impacts.	
		landscapes?	weather and flooding. This is preferable to the alternative scenario which offers no such protection.			
Cultural Heritage	To protect and enhance historic and archaeological sites and other culturally and historically important features, landscapes and their settings.	Will the proposal protect and enhance sites, features and areas of historical, archaeological and cultural value?  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?	Flood defences and other infrastructure can negatively impact upon the setting of cultural and historical sites within the region but do serve to protect important features from the effects of disruptive events resulting from the increased risk of extreme weather and flooding. This is preferable to the alternative scenario which offers no such protection.	+/-	Heritage within the region will not be protected from the effects of disruptive events resulting from the increased risk of extreme weather and flooding, with long-term negative impacts.	-
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?	Ensuring that the road network is as resilient as possible in the event of disruptive events brings long term positive impacts through reduced emissions resulting from less queuing traffic, more attractive conditions for sustainable transport and less chance of	+	No positive or significant negative effects have been identified.	0

	To adapt the transport network to the predicted effects of climate change	protect the Tactran region from climate change impacts and help the region	traffic being displaced to cleaner areas.  Maintaining a transport network within the region which is resilient to disruptive events resulting from the increased risk of extreme weather and		No positive or significant negative effects have been identified.	
		function during extreme weather events?  Will the proposal improve access to services during severe weather events?	flooding will maintain access for people and resources.			
		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, in particularly with regards to the three declared Air Quality Management Areas in Crieff, Dundee and Perth	Will the proposal help to reduce emissions of priority pollutants in line with Scottish and European standards (e.g., PM10, NOX, NO2)?	Ensuring that the road network is as resilient as possible in the event of disruptive events brings long term positive impacts through reduced emissions resulting from less queuing traffic, more attractive conditions for sustainable transport and less chance of	+	No positive or significant negative effects have been identified.	0

			traffic being displaced to cleaner areas.			
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?	No positive or significant negative effects have been identified.	0	No positive or significant negative effects have been identified.	0
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),	Will the proposal promote social inclusion and improve access to services, including healthcare, and opportunities, especially for those without a private car?	The purpose of a resilient network is to maintain economic activity and access to key services during disruptive events. There are major benefit for the population within the region, in particular for those living remotely. Lifeline services during severe weather events.	++	No positive or significant negative effects have been identified.	0

	employment and	Will the proposal				
	the natural	reduce the				
	environment	likelihood of				
		transport-related				
		road accidents and				
		casualties?				
	To promote, invest	Will the proposal	No positive or significant		No positive or significant	
	in, build and	protect and	negative effects have been		negative effects have been	
	maintain	enhance the	identified.		identified.	
	infrastructure to	character, integrity				
	support the	and liveability of				
	development of	the towns and				
	high-quality places	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	Will the proposal	Ensuring that the road network	++	Not protecting from the effects	
	of life and human	promote social	is as resilient as possible in case		of disruptive events resulting	
	health by	inclusion and	of disruptive events resulting		from extreme weather	
	promoting active	improve access to	from extreme weather		conditions, such as flooding,	
	lifestyles and	key services and	conditions could bring long term		leaves the population	
	increasing	opportunities,	positive impacts, ensuring		vulnerable to massive	
	sustainable access	especially for those	extreme weather events cause		disruption from such incidents.	
	for all to essential	without a private	minimal disruption to travel			
	services (including	car?	within the region. This is			
	healthcare),	Will the proposal	preferable to the alternative			
	employment and	help to improve	scenario which offers no such			
	the natural	access to	protection.			
	environment	greenspaces both				

		for recreational and health benefits?  Will the proposal help to support an ageing population by providing appropriate transport choices to				
Geology and Soil	To safeguard and improve soil quality, particularly high value agricultural land and carbon rich soil and peatland habitats	meet their needs?  Does the proposal cause soil sealing and compaction?  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?	In recent years, rainfall intensity and frequency have increased resulting in severe landslide events within the region, affecting the trunk road network and to a lesser degree, the roads which act as diversion routes.	++	Flooding could lead to soil damage and/or contamination, with long-term negative impacts.	-
	To protect sites designated for their geological interest	Will the proposal protect and enhance sites,				

		T	T		T	
		designated for their				
		geological interest?				
Water	To protect,	Does the proposal	The trunk road network has well	++	No positive or significant	0
	maintain and	result in the release	documented road resilience		negative effects have been	
	improve the quality	of water-borne	issues.		identified.	
	of water	pollution into				
	environment and	watercourses,	Flooding is also an issue across			
	wetlands that could	groundwater or	the region, with several			
	be directly or	reservoirs?	watercourses classified by			
	indirectly affected	Does the proposal	SEPA's flood mapping as having			
	by transport	increase the	a high likelihood of flooding.			
	infrastructure and	amount of surface				
	protect against the	water run-off into	The RTS promotes physical and			
	risk of flooding	water	operational improvements to			
		environment? Or	reduce impacts of flooding and			
		increase the risk of	other weather events.			
		flooding?	Measures to improve the			
		Does the proposal	resilience of the regional			
		physically impact	transport network will,			
		on a watercourse?	therefore have a significant			
			positive impact.			
Material assets	To promote and	Will the proposal	Resilient infrastructure will	+	Not protecting material assets	
	improve the	provide adequate	positively contribute towards		from the effects of disruptive	
	sustainable use and	transport choices	adapting the road network to		vents resulting from the	
	management of the	that meet the	climate change impacts,		increased risk of extreme	
	transport network	needs of the people	resulting in a permanent		weather and flooding could see	
		within the Tactran	positive effect on built material		these assets damaged or	
		region?	assets.		destroyed.	
	To reduce the use	Does the proposal				
	of natural	allow for the				
	resources	sustainable use of				
		natural resources?				