
SPT REGIONAL TRANSPORT STRATEGY

**SEA Environmental Report:
Non Technical Summary**

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1 Introduction

1.1 Background

- 1.1.1 SPT, the Regional Transport Partnership (RTP) for the Strathclyde area in the west of Scotland, has a statutory duty to produce and deliver a long term Regional Transport Strategy (RTS) covering the 12 constituent local authority areas which make up the SPT region. A new RTS is being prepared to set out an updated vision, priorities and direction for transport in the region for the next 10-15 years.
- 1.1.2 The SPT RTS SEA Environmental Report ('the ER') documents the findings of a strategic environmental assessment (SEA) which has been carried out in respect of the draft RTS in accordance with relevant statutory requirements. This report provides a Non-Technical Summary (NTS) of the full SPT draft RTS SEA ER. The SEA has been undertaken in accordance with the Environmental Assessment (Scotland) Act 2005 ('the SEA Act').

1.2 Purpose and Objectives

- 1.2.1 The purpose of SEA is to identify, assess and evaluate the likely significant environmental effects of a qualifying plan, programme or strategy. A key objective of SEA is also to enhance the environmental performance of a plan or programme. This is achieved through identifying any likely significant effects from implementation of the plan or programme as drafted, proposing mitigation measures to address any identified significant adverse environmental effects, and identifying enhancement measures where relevant to improve the overall performance of the plan or programme. As such, SEA is an integral part of good policy development.
- 1.2.2 The purpose of this NTS is to provide a summary of the findings of the SEA carried out for the SPT draft RTS prior to public consultation on both documents. This NTS and the associated full ER which accompanies the draft RTS respond to the relevant statutory requirements, consider the evolution of the draft RTS to date and present an assessment of the likely significant environmental effects from the draft RTS.

1.3 How to Comment on this NTS and the Full Environmental Report

- 1.3.1 This NTS and the associated full ER are being issued for consultation alongside the draft RTS and associated documents for a period of 12 weeks. Details of how to participate in the consultation will be published by SPT and, in accordance with statutory requirements, an advert will be placed in a local newspaper inviting expressions of interest and stating where a copy of the relevant plan can be inspected.

1.4 Structure

- 1.4.1 The remainder of this NTS is structured as follows:
- **Section 2** explains the background to the development of the draft RTS and outlines the environmental information which informed the SEA;
 - **Section 3** provides an overview of the SEA process undertaken to date, explains how the SEA has been carried out and how it has informed the preparation of the draft RTS;
 - **Section 4** presents key findings of the SEA;
 - **Sections 5** sets out proposals for mitigation of environmental effects and outlines potential monitoring arrangements to be put in place when the RTS is implemented; and

- **Section 6** sets out the next steps in the SEA process.

2 Context

2.1 SPT Regional Transport Strategy

2.1.1 The draft RTS has been developed through an extensive process of transport planning in combination with policy development, stakeholder and public consultation, environmental and equalities appraisal and input. The plan development has also drawn on extensive baseline analysis and from consultation feedback as the Strategy has developed.

2.1.2 The draft RTS presents a **Vision** that describes the role of a higher quality and more sustainable and equitable transport system as an important facilitator of a more economically successful, greener, healthier, fairer and inclusive region. The Vision states:

“The west of Scotland will be an attractive, resilient and well-connected place with active, liveable communities and accessible, vibrant centres facilitated by high quality, sustainable and low carbon transport shaped by the needs of all”

To implement this Vision, three thematic **Priorities** are identified:

- *A healthier environment*, supported by a transport system that helps our region become a low carbon place with healthier natural and built environments for the benefit of all;
- *Inclusive economic growth*, underpinned by a transport system that supports regional economic development and growth, with better opportunities and fairer outcomes for all; and
- *Improved quality of life*, supported by a transport system that helps everyone to have better health and wellbeing and lead active, fulfilling lives.

2.1.3 The report also presents three **Targets** to help drive forward change to meet the Vision: a 20% reduction in car kilometres by 2030, a 56% reduction in roads transport emissions by 2030 (on a 1990 baseline), and ‘modal shift’ so that 45% of passenger journeys will be made by means other than private cars as the main mode by 2030.

2.1.4 The draft Strategy then presents **objectives** which need to be accomplished to achieve the proposed Targets and Vision followed by a series of **policies** structured under ten policy themes. The policies are presented as principles for investment and action to help achieve the RTS objectives and targets and realise the RTS Priorities and Vision.

2.2 Relevant Environmental Information

2.2.1 The identification of key environmental issues has been informed by consideration of the environmental topics prescribed within Schedule 3 of the SEA Act and from an evaluation of baseline environmental conditions, which is set out in more detailed in Section 3 and Appendix A of the full ER. These issues were analysed from an early stage in the SEA process and have been taken into account in the development of the emerging RTS and in the development and application of a framework for the environmental assessment.

2.3 Review of Plans, Programmes and Strategies

2.3.1 In accordance with SEA statutory requirements a review of the relationship between the developing draft RTS and other relevant plans and programmes (including current legislation, policies and strategies at national and regional levels) has been carried out. This review identified key requirements, objectives and priorities of relevant plans and their implications for both the emerging RTS and for the SEA. A review of these plans and programmes is set out in

Appendix B of the full ER and relevant information from the review was used in developing the RTS and in identifying key issues for the SEA.

3 The SEA Process

3.1 Previous SEA Reporting

3.1.1 SEA is multi-stage process which has been integrated with the key stages of development of the RTS. The two key SEA stages prior to the preparation of the full Environmental Report and this summary were:

- SEA Scoping; and
- SEA Case for Change.

3.1.2 The purpose of the SEA Scoping Report was to confirm the need to undertake an SEA and identify a proposed SEA Framework to assess in a systematic way the likely significant environmental effects from all components of the emerging RTS. This Framework comprises a series of sustainability objectives and guide questions regarding identified socio-economic and environmental issues of relevance to the SPT region which may affect (or be affected by) the emerging RTS.

3.1.3 The SEA Scoping Report was submitted to the Consultation Authorities¹ in October 2018. The overall approach to SEA was amended to take account of Scoping consultation responses, as detailed in **Section 4.3** and **Appendix C** of the ER.

3.1.4 The RTS Case for Change (CfC) presented the transport related issues, problems and opportunities that were identified as part of the problems analysis undertaken using a detailed review of the SPT region's transport characteristics. A set of five objectives were developed in response to the transport problems, in addition to a long list of transport options, which were developed to help address the transport problems and issues identified.

3.1.5 The SEA at the Case for Change stage identified a series of emerging environmental issues from synthesis of baseline information including the key policies and plans reviewed at that stage which was fed back to be taken into account in the development of the RTS. It was recommended that the RTS should clearly explain the role of the SEA process in supporting development of the policy. A compatibility assessment of the RTS Vision and Objectives with respect to each SEA objectives was carried out at this stage in addition to an initial 'coverage' assessment of the draft long list of options as part of the Case for Change.

3.2 Approach to SEA

Key Stages of SEA

3.2.1 The SEA has been undertaken iteratively and in step with the development of the RTS. The approach to environmental assessment of the developing components of the draft RTS has focused on three key groups of Strategy elements as follows:

- compatibility appraisals of the RTS Vision, Priorities, Targets and Objectives (see Section 4.2);
- environmental appraisal of a series of transport options generated in the transport planning analysis of problems and opportunities (which were presented initially in the RTS Case for Change report) (see Section 4.3); and

¹ Historic Environment Scotland (HES), NatureScot and the Scottish Environment Protection Agency (SEPA)

- environmental assessment of the RTS policies (as presented in the draft RTS) (see Section 4.4).

Assessment Methods

- 3.2.2 The early stages of the SEA process included development of an assessment methodology which was set out in the SEA Scoping Report. This included the identification of the SEA framework (including SEA objectives) which was then used to inform consideration of the compatibility between the SEA and RTS objectives.
- 3.2.3 The compatibility appraisals followed a qualitative assessment method where the potential for environmental effects from the key emerging RTS elements at that stage (the Vision and Objectives) was considered by the SEA team with respect to each SEA objective, and with reference to guide questions in the SEA Framework. The findings of the compatibility appraisals were presented using simple tables with indicative environmental ‘compatibility scores’ and a supporting narrative. These appraisals were undertaken initially at the Case for Change stage and the findings presented in the Case for Change SEA ER. The appraisals have been reviewed and updated to reflect changes to the RTS elements (e.g., through changes to the wording of the RTS objectives) following the consultation on the Case for Change in 2021. The updated appraisals based on the finalised wording of the Vision and Objectives are presented in Section 4.2.
- 3.2.4 The generation and appraisal of a long list of transport options for the Strategy was undertaken in accordance with Scottish Transport Appraisal Guidance (STAG) methods. The SEA team inputted to this process providing an appraisal of the environmental and climate change criteria required by STAG based on a seven-point scale² of impact criteria to assign an indication of significance of the predicted impacts of each option.
- 3.2.5 Following the options appraisal, the RTS process involved the development of 10 transport policy themes, each containing a varying number of individual policies. The key stage of the SEA environmental assessment involved the application of the SEA framework to assess the predicted environmental effects of these policies. These assessments were undertaken in a workshop format by the SEA team and also drew on the findings of the appraisals of the relevant options (as linked to each policy theme) from the STAG-based work.

Assumptions and Limitations

- 3.2.6 The identification of any assumptions and uncertainties is an important element of the SEA process, as the emerging RTS will need to be unambiguous to ensure the plan can be implemented as intended.
- 3.2.7 The SEA has been undertaken alongside a high level RTS which is intended to cover a significant timespan of up to approximately 10 to 15 years. There is some inherent uncertainty therefore in the accuracy of predictions made for the environmental assessment of long term policies where the detail of implementation is still to be worked up. Whilst the Strategy does not include any detail on specific transport proposals, the process of identifying and appraising options and the subsequent linking of options with policies in the draft Strategy has allowed the environmental assessment team to judge the likely types of intervention associated with each policy through consideration of indicative (if generic) measures. This has reduced the uncertainties inherent in the assessment of a plan of this nature and it is considered that the environmental assessment has been founded on sufficient information in the policies to allow for a competent assessment of potential significant effects of the draft Strategy.

² The scale provides a range of predicted impact categories from major through moderate and minor beneficial or adverse and one for neutral/no effect.

3.3 Consideration of Reasonable Alternatives

- 3.3.1 The SEA legislation requires that the likely significant environmental effects of implementing the Strategy and reasonable alternatives to it are identified, described and evaluated. The reasons for selecting the alternatives dealt with should also be outlined.
- 3.3.2 The principal alternative considered at the outset of the RTS process by SPT related to whether or not a new Strategy was required. The previous RTS for Strathclyde was published in 2008 and the possibility of ‘refreshing’ this document was considered as an alternative course of action. However, there has been rapid development of legislation and policy in the transport sector in Scotland in recent years and an increasing prominence and urgency of addressing issues such as climate change and a range of socio-economic and equalities priorities in the region. SPT therefore considered that a complete review and plan replacement was necessary and appropriate. This decision also triggered the requirement for the SEA process which was undertaken from early stages of the plan development and allowed for environmental and sustainability issues to be addressed comprehensively as part of a new Strategy.
- 3.3.3 Alternatives and options have been considered in the RTS development process from the outset. The overall direction of the Strategy, as expressed through its Vision and Objectives, inherently considered alternatives through refinement of their wording to reflect and address priorities for transport in the SPT region and in taking account of consultee feedback and suggestions on their amendment.
- 3.3.4 The consideration of alternatives was also an integral part of the identification and development of the ‘delivery’ elements of the RTS, principally in the form of the transport options which were generated and appraised through integrated working between the client, transport planning and SEA and equalities assessment teams. By considering a very long list (over 120) of potential options to address transport challenges in the region, a broad view of the alternatives available for the new transport strategy was adopted. The transport planning, STAG and SEA processes ensured that there was full consideration of the potential for adverse and beneficial effects of these options which helped to refine and sift the most suitable (and therefore, reasonable) alternatives for further consideration. The findings of the STAG process are presented in a supporting transport appraisal report to the RTS (Stantec UK, 2022).
- 3.3.5 As the RTS is a high level and strategic document, there remains considerable flexibility in the identification and consideration of alternatives for implementation of transport solutions during later stages of implementation. This process will facilitate ongoing appraisal of measures as specific details about transport policies and proposals emerge.

3.4 How the SEA informed the RTS

- 3.4.1 Integration of the SEA process and team with the RTS and transport planning workstreams has allowed for an iterative approach to RTS development whereby feedback from the SEA team at key stages of Strategy development has informed subsequent RTS updates. This is considered to have improved the environmental context and contribution to better environmental outcomes.
- 3.4.2 This integrated approach has included a review of the coverage of environmental issues in the draft RTS Case for Change (CfC) report and a review of the RTS draft objectives against the SEA objectives, which were considered to be compatible with the SEA objectives.
- 3.4.3 This review, and a supporting ‘compatibility appraisal’ of the RTS Vision and Objectives, also made recommendations on how RTS priorities should be further developed to set out clearer outcomes, more explicit coverage of some environmental issues and hence improve the environmental performance of the proposed RTS. The draft RTS for consultation now incorporates three priorities responding directly to over-arching policy priorities around climate, poverty and inequality and health.

- 3.4.4 The SEA at the Case for Change stage also identified a series of emerging environmental issues from review of baseline information which was fed back to be taken into account in the development of the RTS. The draft RTS for consultation incorporates text on the input of the SEA (and equalities) assessments into development of the Strategy and many of the principal themes running through the document's various chapters are inherently of an environmental nature.
- 3.4.5 An initial SEA 'coverage' assessment was also undertaken on the initial draft of the options long list as part of the Case for Change. This analysis identified that the options provided good coverage of relevant strategies and policy commitments. An initial review of the compatibility of these options with the SEA objectives was also undertaken, providing feedback on how options could be developed to improve compatibility with all SEA objectives.
- 3.4.6 The STAG assessment of the options and the environmental assessment of RTS policies has provided a mechanism to identify predicted beneficial and adverse effects of the RTS and to develop mitigation measures which will help to avoid adverse environmental effects and provide enhancement opportunities. A key role of the SEA process is therefore to develop appropriate mitigation and enhancement which can help address uncertainties in future Strategy delivery and strengthen the sustainability performance of the RTS.

4 Findings of the Environmental Assessment

4.1 Introduction

4.1.1 This section summarises the findings for the environmental assessment of each key component of the draft RTS including the assessment of compatibility of the RTS and SEA objectives, the environmental appraisal of the RTS options and the assessment of the likely significant effects of the RTS policies. Full details of the assessments can be found in the relevant appendices of the main ER.

4.2 Assessment of Vision and Objectives

4.2.1 An assessment of the compatibility of the RTS Vision and Objectives was undertaken at the Case for Change stage. The Vision and Objectives were appraised against the draft SEA objectives to inform identification of any clear inconsistencies between the two sets of objectives and to identify any potentially significant environmental effects. The findings of the assessment have been updated to reflect subsequent amendments to both objective sets and can be found in Section 5.2 of the full ER.

4.2.2 Overall, it was concluded that the Vision and proposed RTS Objectives have evolved in response to previous SEA critical reviews and clearly identify the role of the transport system in facilitating positive environmental and health outcomes, as well as referencing the need for the transport system to be developed and operated sustainably. This provides an appropriate high-level platform from which to develop specific policies and proposals to address a range of key environmental (as well as socioeconomic and wider) issues.

4.2.3 The assessment identified a number of uncertainties in the relationship between RTS Objectives and the SEA framework. In most cases this is a precautionary finding, and it is likely that the objectives would be mutually supportive rather than inconsistent. These relationships will be monitored as the RTS and its policies are implemented in practice.

4.3 Assessment of Transport Options

4.3.1 The options were classified into a series of themed groups which allowed for consideration of similar types of transport option collectively. A summary of the findings of the environmental appraisal of the options, within each group, is presented in the form of a range of predicted impact ‘scores’ in Table 4.1. The full findings of the environmental and climate appraisals of each individual option are set out in the options assessment table in Appendix D of the full ER and further information on the process of transport option development and STAG appraisal is set out in a stand-alone appraisal report (Stantec UK, 2022) which will be made available during consultation on the draft RTS.

Table 4.1 Summary of Environmental Appraisal of Transport Options

Option Group	Predicted Environmental Impact	
1. Decarbonisation and road transport vehicles	<i>Overall, negligible to moderate beneficial impacts are predicted:</i>	
	0	✓✓
2. Decarbonisation and other modes	<i>Overall, minor to major beneficial impacts are predicted:</i>	
	✓	✓✓✓
3. Freight and Logistics	<i>Overall, minor adverse to minor beneficial impacts are predicted:</i>	

	x	✓
4. Demand management pricing and supply	<i>Overall, minor to moderate beneficial impacts are predicted:</i>	
	✓	✓✓
5. Demand management behaviour change	<i>Overall, negligible to minor beneficial impacts are predicted:</i>	
	0	✓
6. Integration with planning policy and land use measures	<i>Overall, minor beneficial impacts are predicted:</i>	
	✓	
7. LEZ and AQMA	<i>Overall, minor to moderate beneficial impacts are predicted (significant where implemented at scale):</i>	
	✓	✓✓
8. Affordability of public transport	<i>Overall, negligible to moderate beneficial impacts are predicted:</i>	
	0	✓✓
9. Accessibility of public transport	<i>Overall, negligible to minor beneficial impacts are predicted:</i>	
	0	✓
10. Availability of public transport	<i>Overall, negligible to moderate beneficial impacts are predicted:</i>	
	0	✓✓
11. Attractiveness of public transport	<i>Overall, negligible to minor beneficial impacts are predicted:</i>	
	0	✓
12. Public transport ticketing and information, including MaaS	<i>Overall, negligible to minor beneficial impacts are predicted:</i>	
	0	✓
13. Bus governance - models	<i>Overall, negligible to minor beneficial impacts are predicted:</i>	
	0	✓
14. Demand responsive transport community transport and total transport	<i>Overall, negligible to minor beneficial impacts are predicted:</i>	
	0	✓
15. Public transport safety and security	<i>Overall, negligible to minor beneficial impacts are predicted:</i>	
	0	✓
16. Active travel network	<i>Overall, minor adverse to moderate beneficial impacts are predicted:</i>	
	x	✓✓
17. Active travel information	<i>Overall, negligible to minor beneficial impacts are predicted:</i>	
	0	✓
	<i>Overall, negligible to minor beneficial impacts are predicted:</i>	

18. Bike sharing and ownership	0	✓
19. Road safety	<i>Overall, negligible to minor beneficial impacts are predicted:</i>	
	0	✓
20. Placemaking	<i>Overall, negligible to minor beneficial impacts are predicted:</i>	
	0	✓
21. Shared mobility	<i>Overall, negligible to minor beneficial impacts are predicted:</i>	
	0	✓
22. Interchanges and hubs	<i>Overall, negligible to moderate beneficial impacts are predicted:</i>	
	0	✓✓
23. Bus priority	<i>Overall, negligible to minor beneficial impacts are predicted:</i>	
	0	✓
24. Ferry	<i>Overall, minor adverse to minor beneficial impacts are predicted:</i>	
	x	✓
25. Metro-MaaS transit - subway	<i>Overall, moderate adverse to moderate beneficial impacts are predicted:</i>	
	xx	✓✓
26. Rail and high speed rail	<i>Overall, moderate adverse to moderate beneficial impacts are predicted:</i>	
	xx	✓✓
27. Road	<i>Overall, moderate adverse to minor beneficial impacts are predicted:</i>	
	xx	✓
28. Park and ride	<i>Overall, minor adverse to minor beneficial impacts are predicted:</i>	
	x	✓
29. Adaption and resilience	<i>Overall, minor adverse to minor beneficial impacts are predicted:</i>	
	x	✓

Key

Negligible impact	0	Minor adverse impact	x
Minor beneficial impact	✓	Moderate adverse impact	xx
Moderate beneficial impact	✓✓	Major adverse impact	xxx
Major beneficial impact	✓✓✓		

4.4 Assessment of Policies

- 4.4.1 This section summarises the findings of the environmental assessment of the ten policy themes in the draft RTS. The detailed findings of the assessment, including the predicted environmental effects of each individual policy are set out in the tables in Appendix E of the full ER.
- 4.4.2 The assessment shown within this section is two-fold. A summary of the environmental assessment of each RTS policy theme is presented in Table 4.2 drawing on the consideration of the predicted environmental effects of the policies (and where relevant linked options) within each theme. Following this, a text-based summary of the assessment of the combined environmental effects of the RTS policies is presented for each of the SEA objectives in turn. This approach has allowed for understanding and presentation of the predicted environmental effects of the draft RTS at both policy-specific and SEA thematic levels.

Table 4.2 Summary of Environmental Assessment by Policy Theme

Policy Theme	Overall Score	Commentary
Accessing and Using Transport	+	These policies are generally compatible with the SEA objectives and in a number of cases significant beneficial effects are predicted including for health and accessibility. The policies on accessing and using transport are also predicted to have some beneficial effects for SEA topics of productivity, air quality and climate change. Enhanced public transport networks and services may also give rise to some beneficial changes for people accessing and enjoying facilities, services and the wider environment.
Reducing the need to travel and managing demand for car travel	+	The policies on demand management are supportive or generally compatible with the SEA objectives and some significant beneficial effects are predicted including for accessibility, material assets, productivity, air quality and climate change mitigation. The policies are also predicted to have some beneficial effects for SEA topics of health and biodiversity where they result in reduced road traffic flows on key transport corridors. Improving transport and land use integration may give rise to some beneficial changes for people accessing and enjoying facilities, services and the wider environment, while reducing emissions from car travel.
Enabling walking, wheeling and cycling	+	These policies are generally compatible with the SEA objectives and significant beneficial effects are predicted for health, accessibility, productivity, air quality and climate change. The policies on facilitating and encouraging active travel are also predicted to have some beneficial effects for SEA topic biodiversity. Improving active travel infrastructure may give rise to some beneficial changes for people accessing and enjoying facilities, services and the wider environment, while reducing emissions through reduced vehicle-based travel.
Enhancing quality and integration of public transport	+	These policies are generally compatible with the SEA objectives and significant beneficial effects are predicted including for health and accessibility. The policies on enhancing and integrating public transport are also predicted to have some beneficial effects for SEA topics of material assets, productivity, air quality and climate change. Enhanced public transport networks and services may also give rise to some beneficial changes for people accessing and enjoying facilities, services and the wider environment. The development of new transport infrastructure such as the Metro and Park and Ride sites has some potential for adverse effects on a number of SEA objectives. With mitigation it is predicted that any adverse residual effects on environmental receptors would not be significant. Opportunities for environmental enhancement should be sought in all new transport infrastructure proposals.
Improving road safety	0	These policies are generally not predicted to have significant environmental effects based on consideration of the SEA objectives. However, improving road safety would have significant beneficial effects for health through

		improved (safer) conditions on the region's roads and some minor beneficial effects are predicted for the SEA topics of accessibility, productivity, air quality and climate change.
Decarbonising vehicles and improving air quality	+	Decarbonising vehicles and improving air quality would have significant beneficial effects on air quality and climate change mitigation and some beneficial effects for SEA topics of health, accessibility, productivity and biodiversity are also predicted. The policies are generally not predicted to have a significant effect on the other SEA objectives.
Moving goods sustainably	+	These policies are generally not predicted to have a significant effect on the SEA objectives. Facilitating the efficient and sustainable movement of freight would be predicted to have some beneficial effects for the SEA objectives relating to health, material assets and productivity, air quality and climate change. Where delivered at scale the policies could contribute significantly to achievement of regional and national net zero targets and support other policies to reduce road traffic and its environmental, accessibility, health and safety impacts.
Increasing resilience and adapting to climate change	+	These policies are generally predicted to have a minor beneficial effect on the SEA objectives. Increasing resilience and adapting to climate change would have potential for some significant beneficial effects for health and productivity and minor beneficial effects for accessibility, material assets, climate change, water resources and air quality. Delivery of schemes to support transport infrastructure resilience should be sensitive to the natural and built environment and take opportunities to integrate with nature based solutions.
Protecting and enhancing natural and built environments	+	These policies are generally predicted to have a minor beneficial effect on most of the SEA objectives. Protecting and enhancing natural and built environments would have significant beneficial effects for biodiversity and some beneficial effects for SEA topics of health, material assets, productivity, air quality, climate change, water resources and landscape/townscape. Delivery of attractive green networks using nature based solutions would also complement other policies to promote active travel and reinforce cumulative health and environmental benefits for people using active travel networks.
Connecting Places	+ / ?	These policies are generally predicted to have a minor beneficial or neutral effect on most of the SEA objectives. Policies to better connect places would have potentially significant beneficial effects for health, accessibility, material assets and productivity and some beneficial effects for SEA topics on air quality/amenity and climate change may be realised where the policies achieved reductions in levels of road traffic. Dependent on policy implementation there is some potential for adverse effects on natural and cultural heritage receptors from improved transport infrastructure. It is assumed that with appropriate design, assessment, mitigation and enhancement any new works could be delivered without significant adverse environmental effects.

- 4.4.3 Overall, the assessment has identified that no significant adverse environmental effects would be predicted from implementation of the draft RTS policies. All of the policy themes are predicted to have some beneficial environmental effects, typically where the implementation of the policies would give rise to increased levels of active travel, improved public transport accessibility and reduced emissions from road transport in particular.
- 4.4.4 A number of policies are predicted to have significant beneficial effects where implementation of supporting measures would deliver positive impacts particularly for policy themes which have the potential to achieve a step change in active travel and public transport. These include:

- Policy themes 2 (reducing the need to travel and managing demand for car travel), 3 (enabling walking, cycling and wheeling) and 10 (connecting places) which incorporate multiple sets of transport policies which are predicted to have significant beneficial effects on the SEA objectives for health, accessibility, productivity, air quality / amenity and climate.
 - Policy themes 1 (accessing and using transport) and 4 (enhancing quality and integration of public transport) which are predicted to have significant beneficial effects on health and accessibility.
 - Policy theme 6 (decarbonising vehicles and improving air quality) which is predicted to have significant beneficial effects on air quality / amenity and climate mitigation through its potential to deliver material emissions reductions from traffic.
- 4.4.5 The other policies are generally not predicted to have significant environmental effects (beneficial or adverse) however the assessment has identified the potential for environmental enhancement to be achieved in combination with the delivery of policies which seek to deliver enhanced networks for active travel (policy theme 3), climate resilience of transport infrastructure (policy theme 8) and for policy theme 9 which specifically relates to protecting and enhancing natural and built environments.
- 4.4.6 There is some uncertainty associated with the effects of the delivery of policy theme 10 (connecting places). The high level nature of the draft RTS does not allow for specific prediction of effects of measures to enhance connectivity on SEA topics of biodiversity, geodiversity and soil, cultural heritage and landscape, where there is some potential for adverse environmental effects from new or enhanced transport infrastructure. With a clear commitment to mitigation and enhancement where appropriate in the delivery of measures at future stages of RTS implementation it is not predicted that significant adverse effects would result. This will be considered during development of the RTS delivery plan and subsequent promotion of any transport improvement schemes.

SEA Objective 1 – Health

- 4.4.7 The majority of policy themes assessed are predicted to have a beneficial effect on this objective. A large proportion of the policies are designed to enhance opportunities for access to services (Policy A.1 – Accessible transport), including healthcare facilities (Policy P.CP6 – Regional Hospitals and Tertiary Education) and open spaces which would be predicted to have beneficial effects on human health. Additionally, a number of the policies aim to increase the proportion of trips undertaken by active travel allowing people to incorporate exercise into their daily trips and increasing people's level of physical activity. Exercise is known to have beneficial effects on both mental health / wellbeing and physical health and policies P.AT1 (Regional Active Travel Network) and P.AT2 (Accelerated delivery of walking, wheeling and cycling infrastructure and facilities) are predicted to have significant beneficial health effects.
- 4.4.8 The proposed policies to decarbonise public transport and private vehicles are predicted to improve air quality through reductions in traffic emissions which in turn is predicted to have potential for significant beneficial effects on health, particularly respiratory health and for groups such as children and older people who are typically most sensitive to the adverse effects of air pollution.
- 4.4.9 When considered collectively, the policies of the draft RTS are predicted to have the potential for significant beneficial effects on human health.

SEA Objective 2 – Accessibility

- 4.4.10 The Accessibility Objective receives good coverage across all policy themes which are largely predicted to have a beneficial effect on accessibility for all groups and, in particular, policies P.A1 (Accessible transport), P.A2 (Affordable transport) and P.A3 (Availability of transport) are

predicted to have significant beneficial effects. The policies seek to improve accessibility in terms of physical access to the network and infrastructure including access to public services, hospitals, education facilities and economic opportunities. They also seek to improve the integration of the transport network (with several relevant policies under the *Enhancing quality and integration of public transport* policy theme) including improved information and ticketing and to ensure transport services and facilities are accessible and affordable for all people.

- 4.4.11 There is some predicted uncertainty around the implementation of demand management policies (e.g., on parking and pricing measures) and low emissions zones since delivery of supporting measures would need to take full account of the accessibility needs of all people including groups with protected characteristics such as disabled people. Provided these are designed in accordance with appropriate standards and equitably in terms of affordability, significant adverse effects would not be predicted.
- 4.4.12 When considered collectively, the policies of the draft RTS are predicted to have the potential for significant beneficial effects on accessibility.

SEA Objective 3 – Material Assets

- 4.4.13 The majority of policy themes assessed are predicted to have some beneficial effects on the Material Assets SEA objective through encouraging more efficient forms of transport and its land uses and protecting and enhancing critical infrastructure. Where the policies are implemented at scale across all key transport corridors in the region, the effects have the potential to be significant. Policies that aim to increase the adaptability and resilience of transport infrastructure to adverse weather effects and effects of climate change, particularly P.RA1 (Climate Change adaptation) and P.PR2 (Resilience), would also have beneficial effects.
- 4.4.14 Policies which deliver improvements to public transport to make it more accessible are likely to result in greater uptake of public transport and contribute to reduced car use which would reduce congestion and allow transport infrastructure to operate more efficiently. Similarly, measures which achieve modal shift and reduce the demand for travel and those delivering vehicle efficiencies have the potential to lower overall use of energy, particularly fossil fuels.
- 4.4.15 There is some predicted uncertainty around the effects of implementation of policies which could promote new or upgraded infrastructure from the resultant demand on new materials. Promotion of a circular economy in the SPT region would be key to efficient materials management and reducing the indirect environmental effects associated with resource extraction, processing and end of life / waste management. Transport system improvements should always be developed wherever possible through re-use and reallocation of existing assets to avoid and reduce the need for new materials and non-renewable resources.
- 4.4.16 When considered collectively, the policies of the draft RTS are not predicted to have significant effects on material assets. Overall, the Strategy is predicted to have mainly beneficial non-significant effects provided implementing measures take account of the potential for environmental effects from non-renewable resource use.

SEA Objective 4 – Productivity, Competitiveness and Innovation

- 4.4.17 Overall, this objective is covered well by the draft RTS's policy themes and their associated policies. Several of the policies support improved access to services (particularly policies within the *Connecting Places* policy theme), including employment opportunities, and enhanced regional connectivity. Where it is delivered, a step change in accessibility and regional transport quality would also be beneficial to the regional economy and businesses efficiencies. For example, improved opportunity for businesses to access the best talent, who may previously have been restricted by their transport options to employment locations. Improved transport options can also increase productivity for businesses through improving the health of

employees, for example, reducing fatigue on employees who may previously have experienced lengthy commutes.

- 4.4.18 It is considered that the policies and actions would allow industry to improve efficiency in transporting goods, with more direct routes to market and improved freight hubs and other facilities. Additionally, the productivity of freight drivers will increase with policies that seek to improve rest facilities.
- 4.4.19 There are some predicted minor beneficial effects to the economy from reducing transport-related road accidents and improving the resilience of the road network. This is particularly relevant to policy theme 5: *Improving road safety*. Policy theme 6 which promotes the decarbonisation of the transport system may also promote investment and demand in low carbon industries and energy generation which may have minor beneficial effects on productivity.
- 4.4.20 When considered collectively, the policies of the draft RTS are predicted to have the potential for significant beneficial effects on productivity, competitiveness and innovation.

SEA Objective 5 – Air Quality and Amenity

- 4.4.21 The draft RTS policies are predicted to have an overall beneficial effect on the Air Quality and Amenity SEA Objective. Facilitating and encouraging the uptake of public transport, managing demand for travel, and promoting active travel is predicted to support the delivery of modal shift for a broad range of journeys away from road based transport. This would reduce transport emissions and other harmful pollutants in key corridors where a full suite of complementary measures was implemented.
- 4.4.22 Integration of transport and land use (policy P.R1 – Integration of transport and land use) and facilitating remote access to services and facilities (policy P.R3 – Flexible working and remote access to services) are also predicted to reduce the overall need to travel. In turn, this is predicted to improve air quality through modal shift, or removing the need to travel altogether for some journeys as land use changes became effective. Car demand management measures may also deliver modal shift, which would also be predicted to have some beneficial impact on air quality.
- 4.4.23 The implementation of policies to improve air quality, such as the implementation and monitoring of air quality management areas (policy P.AQ2), are inherently predicted to have beneficial effects dependent on their nature and scale. Measures to decarbonise all forms of transport including through uptake of electric vehicles would also clearly support efforts to reduce the impacts of emissions from fossil-fuel powered transport, particularly from cars and commercial vehicles and in urban centres and more heavily trafficked routes.
- 4.4.24 There is some predicted uncertainty around the implementation of measures such as the Clyde Metro and park and ride sites. These would require further appraisal as design options were developed to understand their potential effects on local traffic patterns and associated emissions. Provided that new transport facilities were suitably appraised and mitigation measures implemented through design and management of traffic, it is not considered that there would be significant adverse effects on local air quality and amenity from these proposals.
- 4.4.25 When considered collectively, the policies of the draft RTS are predicted to have the potential for significant beneficial effects on air quality and amenity.

SEA Objective 6 – Climate Change Mitigation

- 4.4.26 The policies assessed are predicted to have a range of beneficial effects on the Climate Change Mitigation SEA Objective. Policies which support enhanced public transport and active travel would be predicted to contribute to modal shift where they were delivered and sustained at scale

across the key transport corridors in the region. This would contribute to reducing regional carbon emissions from transport through reductions in road-based travel. It is also predicted that improved integration between transport and land-use and other demand management measures would encourage modal shift or reduce the need to travel altogether, both of which would contribute to reducing carbon emissions.

- 4.4.27 Of particular note, policy theme E.6 *Decarbonising vehicles and improving air quality* is predicted to have significant beneficial effects for climate change mitigation. Where implemented effectively, the deployment of Low Emission Zones and air quality management areas are also predicted to reduce emissions through encouraging the transition to zero-emission vehicles, in concert with proposals to promote a rapid transition to electric cars and light commercial vehicles.
- 4.4.28 In addition, policies supporting the sustainable movement of freight in the region are also predicted to have beneficial effects on climate change mitigation through their potential to contribute to modal shift and reduced emissions from more efficient freight management and the adoption of zero-carbon and active modes for last mile deliveries in larger settlements.
- 4.4.29 There is some predicted uncertainty around the implementation of policies improving connectivity (and measures such as the new Metro and park and ride sites) as the net impact on emissions would depend on the potential changes in traffic flows and patterns.
- 4.4.30 When considered collectively, the policies of the draft RTS are predicted to have the potential for significant beneficial effects on climate change mitigation.

SEA Objective 7 – Biodiversity, Geodiversity and Soil

- 4.4.31 The predicted effects of the RTS on the Biodiversity, Geodiversity and Soil SEA Objective are mixed with some predicted beneficial effects, some potential for adverse effects and some uncertainties due to the absence of location-specific detail at this stage of the plan. Of note, policy P.EV1 (Biodiversity and green infrastructure) is predicted to have significant beneficial effects.
- 4.4.32 The predicted beneficial effects have been identified for a number of the policies which would work to deliver a transport network that is less reliant on private car journeys and, instead, support an uptake of active travel and public transport resulting in a reduction in air pollutant emissions which can be harmful to biodiversity, geodiversity and soils. These effects are not predicted to be significant at the regional scale.
- 4.4.33 There is some predicted uncertainty around the implementation of new or upgraded transport infrastructure which has the potential for adverse effects on natural heritage dependent on the location of the schemes and the baseline sensitivity of the areas affected. At this stage specific improvement proposals have not been identified and a commitment has been made in this SEA to key mitigation principles to ensure that new works were delivered sensitively and avoided significant adverse effects. Upgrading of transport and active travel networks also provides opportunities to enhance local biodiversity through the creation of new linear habitats and designing schemes with nature-based solutions which have the potential to offer biodiversity net gain in the longer term. These also provide enhanced transport facilities for people to benefit from accessing greenspaces and natural areas as part of active travel journeys.
- 4.4.34 When considered collectively, the policies of the draft RTS are not predicted to have significant effects on biodiversity, geodiversity and soil. The Strategy is predicted to have some beneficial and some adverse non-significant effects dependent on the detail of future implementing measures. The uncertainty in predicting environmental effects on natural heritage receptors has been reduced through identification of important mitigation principles which the assessment has assumed would be committed to in the later stages of Strategy delivery. There are opportunities

for local biodiversity enhancement in delivering new transport measures particularly through the adoption of nature-based solutions as part of transport and active travel networks.

SEA Objective 8 – Water, Flood Risk and Resilience

- 4.4.35 Generally, the policies in the draft Strategy are predicted to have minor (and non-significant) effects on the SEA Objective for Water, Flood Risk and Resilience. The enhanced use of nature based solutions for transport networks, including sustainable drainage systems, has some potential to support beneficial outcomes for the management of local drainage and water quality particularly where new works were delivered in combination with enhancement to the water environment (such as re-naturalisation of watercourses and establishment of wetlands).
- 4.4.36 Policies that may involve significant new transport infrastructure, such as the Clyde Metro and park and ride sites, have some potential for adverse effects on the water environment particularly during their construction. However, assuming the appropriate level of environmental assessment is undertaken, and key mitigation measures implemented, these effects are not predicted to be significantly adverse at this stage.
- 4.4.37 When considered collectively, the policies of the draft RTS are not predicted to have significant effects on water resources and flooding. Overall the Strategy is predicted to have potential for some beneficial and some adverse non-significant effects. There are opportunities for transport development in the region to contribute to sustainable management of water resources by integrating delivery with other strategies and agencies including through taking catchment-based approaches to water and flooding issues.

SEA Objective 9 – Cultural Heritage

- 4.4.38 Overall, it is predicted that there would be potential for some minor beneficial effects on the Cultural Heritage SEA Objective. It is considered that the policies to reduce emissions generated by road transport in urban areas in particular would help to conserve historic buildings which are vulnerable to the corrosive effects of some air pollutants.
- 4.4.39 Providing an enhanced public transport service with better bus and rail connections and substantially improved active travel facilities are predicted to make accessing historic and cultural sites easier for people and there would be potential for a resultant increase in visitor numbers and increased awareness and appreciation of the region's historic and cultural assets. Similarly implementation of RTS measures which support enhancement to the built environment and civic spaces of architectural importance would have some minor beneficial effects.
- 4.4.40 Where new infrastructure was developed on greenfield or previously undeveloped land, the potential for impacts on archaeological resources would need to be considered further as proposals were designed and assessed. It has been assumed in this SEA that mitigation principles to avoid, reduce and mitigate such adverse effects would be committed to in the later stages of Strategy delivery.
- 4.4.41 None of the policies in the draft RTS has been predicted to have significant effects on cultural heritage and when taken together, the Strategy is not predicted to have significant effects. Overall the Strategy is predicted to have potential for some minor beneficial and adverse (non-significant) effects on cultural heritage and archaeology. There are opportunities for transport improvements to contribute to enhanced understanding and interpretation of the region's history and cultural heritage for all people through better access to sites and areas of interest and importance.

SEA Objective 10 – Landscape

- 4.4.42 Overall, the policies in the draft RTS are not predicted to have significant effects on the Landscape SEA Objective. Policies encouraging public transport and active travel are predicted

to have some beneficial effects in terms of improving townscape and amenity in urban and built-up areas through contributing to reduced traffic congestion. This would contribute to improved air quality, reduced noise and lower visual intrusion which would make spending time in these environments more pleasant for all people.

- 4.4.43 Implementation of policies to substantially enhance active travel networks would have potential to increase the accessibility of green spaces, open areas and new landscapes to people who may not currently be able to do so, particularly in deprived urban communities. Similarly the delivery of improved public transport (access, availability and affordability) would increase opportunities for all people to access areas of high quality landscape which are located throughout the region but which may remain inaccessible for many at present.
- 4.4.44 Any new infrastructure to enhance transport connections and improve connectivity has the potential for adverse effects if not designed sympathetically with the local landscape or townscape character. Specific transport schemes have not been identified at this stage however the assessment has adopted a number of mitigation principles which have reduced the uncertainty of the assessment and provided these were implemented at future stages of RTS delivery then significant adverse landscape and visual effects of the Strategy would not be predicted.
- 4.4.45 None of the policies in the RTS has been predicted to have significant effects on landscape and townscape. The Strategy is predicted to have potential for some beneficial and some adverse non-significant effects. There are opportunities for transport development in the region to contribute to enhanced enjoyment of landscape and townscape through enhanced accessibility of open spaces and civic areas by active travel and public transport. Where designed and delivered sensitively, Strategy policies for land use changes and transport integration such as 20 minute neighbourhoods also provide new opportunities for the development of attractive and healthy communities.

4.5 Cumulative Effects

- 4.5.1 Cumulative effects have been considered in two ways. They are addressed first for the potential for different predicted effects of the Strategy to combine and affect key receptors such as natural systems or people (termed here as in-combination effects). The potential for implementation of the Strategy to cumulatively affect receptors when considered with the effects of other key policies and plans in the SPT region is also considered (and referred to as cumulative effects).
- 4.5.2 The SEA has not predicted any significant adverse environmental effects in relation to the ten topic-based themes and objectives which lowers the potential for impacts to combine and have additive or synergistic effects which may be significant. With the mitigation principles outlined and a commitment to their ongoing development and application through RTS delivery stages, no significant adverse in-combination environmental effects on sensitive natural and cultural heritage or other environmental receptors are predicted.
- 4.5.3 The main potential for the RTS to have in-combination effects is on human receptors, primarily people in communities who would benefit from the potential for multiple effects on health, accessibility and socio-economic outcomes. The region includes many areas where people live in deprived communities and where life prospects and lived experiences may be materially influenced for the better by the availability, accessibility and affordability of public transport and active travel. The potential for significant beneficial in-combination effects of the draft RTS is predicted in areas where a step-change in accessibility and mobility is delivered from its implementation contributing to improved health, amenity, accessibility to key services and improved socio-economic prospects (productivity).
- 4.5.4 The key plans which are considered to have potential for significant cumulative effects with the RTS are those likely to have a 'reinforcing' impact on its predicted beneficial effects. These include the Scottish Government's National Transport Strategy 2 (and associated delivery

plans), the Infrastructure Investment Plan (IIP), the Scottish Climate Change Plan Update, and the 'road-map' proposals to achieve a 20% reduction in road vehicle kilometres by 2030. These policies, and their relevant subordinate and related action plans in areas such as electric vehicles, cycling and micromobility, set out high level proposals and commitments in complementary themes to the RTS including:

- emissions reductions (relevant to SEA objectives for climate change mitigation and air quality and amenity);
- uptake of active travel (relevant to SEA objectives for health and accessibility); and
- step changes in public transport services and integration (relevant to SEA objectives for accessibility, material assets and productivity).

4.5.5 Taken together with these strategies, and with other complementary regional level programmes and interventions such as Glasgow's Low Emission Zone (LEZ), it is predicted that the RTS would have significant beneficial cumulative environmental effects on climate, air quality, human health, accessibility and productivity.

4.5.6 To ensure that significant adverse cumulative effects with other similar or linked transport plans and programmes was avoided in future, the implementation of future projects will be taken forward in collaboration with SPT's partners and other key delivery agencies. Delivery of new transport projects would therefore be complementary with national level interventions which may come forward in the region from programmes such as the Strategic Transport Projects Review (STPR2), The IIP and the National Planning Framework (NPF4). Engagement with the key environmental authorities including SEPA, NatureScot and Historic Environment Scotland (HES) will also ensure that relevant connected initiatives and programmes are integrated with transport development. This would ensure that new and upgraded transport infrastructure and facilities were planned and delivered to maximise beneficial outcomes and take account of all relevant environmental and sustainability constraints and opportunities.

4.5.7 It is considered that an integrated approach together with implementation of the other environmental mitigation principles set out in this SEA would avoid the potential for significant adverse cumulative environmental effects with other key plans and programmes in the region.

5 Mitigation and Monitoring

5.1 Introduction

5.1.1 This section briefly summarises the proposed frameworks for mitigation of the adverse environmental effects of the draft RTS and monitoring of the effects of the Strategy when it is implemented.

5.2 SEA Mitigation

5.2.1 A series of environmental mitigation measures in the form of high-level principles have been defined through the SEA process, particularly following initial options appraisal and in the assessment of the draft RTS policies. Mitigation in the SEA has been presented in the form of principles and general commitments which reflects the level of detail of the draft Strategy as evidenced in the policies and their supporting narratives. The key mitigation measures identified are set out in Table 6.1 of the full ER. This table includes both general mitigation principles and policy specific mitigation measures.

5.2.2 The key general mitigation principles, as presented in Table 6.1 in the full ER, are as follows:

- The mitigation principles outlined in this report will be developed and applied through the RTS delivery stages including through continued application of an appropriate level of environmental assessment as the details of policy implementation are progressed.
- These environmental assessments will be supported, where appropriate, through the development of environmental baseline information specific to the key transport corridor(s) where transport measures are being considered.
- The implementation of future RTS projects will be taken forward in collaboration with other key delivery agencies including the relevant SPT local authorities, bus operators, Sustrans, Transport Scotland, Scotland's Railway and Network Rail.
- Engagement with the key environmental authorities including SEPA, NatureScot and Historic Environment Scotland will be maintained to ensure that relevant connected initiatives and programmes are integrated with RTS delivery.

5.2.3 These mitigation commitments provide a framework for the development of specific measures in more detail alongside the articulation of the RTS Delivery Plan. Future elaboration of this framework will include identification of specific lead responsibilities for SPT and other partners and associated timeframes. At this stage it is important to note that the principles are committed to by SPT which has allowed them to be used in considering the potential residual (i.e., post mitigation) environmental effects of the Strategy as reported in this SEA report.

5.3 Monitoring Framework

5.3.1 A new RTS Delivery Plan including a spatial plan following approval of the final RTS. The new Delivery Plan will set out the key actions, initiatives and projects for SPT and partners over the first 5 years of the new RTS. Progress of the RTS will tracked through a monitoring and evaluation framework as set out in the draft RTS document. This includes an initial schedule of proposed indicators. Many of these indicators are considered to be suitable to help track progress in the delivery of the Strategy with respect to environmental outcomes. They will also be used to check that the beneficial effects of the RTS predicted in this SEA are being realised and to monitor any adverse effects so that corrective actions may be introduced.

5.3.2 A collated summary of the indicators proposed for monitoring progress in delivering the RTS is presented in Section 6 of the full ER which identifies those considered to be relevant for

monitoring against SEA objectives. A summarised list of the draft proposals for SEA monitoring indicators is set out in Table 5.1.

Table 5.1 Proposed RTS and SEA Monitoring Indicators

SEA Objective	Monitoring & Tracking Indicators
1. Health	<ul style="list-style-type: none"> ▪ Proportions of adults who feel personally safe and secure on the bus ▪ Proportion of households with at least one bike available for use ▪ Proportion of adults who walk as a means of transport at least 1 day a week ▪ Proportion of journeys 5km or less in distance that are made by walking or cycling ▪ Number and severity of pedestrian casualties ▪ Proportion of adults who live within a 5-minute walk of local green or blue space ▪ Healthy Life Expectancy ▪ Mental Wellbeing (Mean WEMWBS score)
2. Accessibility	<ul style="list-style-type: none"> ▪ Level of service framework – accessibility & availability indicators ▪ MyBus Usage ▪ Bus network coverage and service frequency ▪ Proportion of adults who are satisfied with local public transport ▪ Proportion of adults who use local bus services at least 2 times per week ▪ Proportion of adults who live within a 5-minute walk of local green or blue space
3. Material Assets	<ul style="list-style-type: none"> ▪ Number of EV charge points on ChargePlace Scotland network ▪ Percentage of adults who rate their neighbourhood as a very good place to live
4. Productivity, Competitiveness and Innovation	<ul style="list-style-type: none"> ▪ Affordability of public transport fares ▪ Employment rate ▪ Child Poverty / Relative Poverty ▪ Percentage of young adults participating in education, training or employment
5. Air Quality and Amenity	<ul style="list-style-type: none"> ▪ Proportion of licensed cars and vans that are ULEZ ▪ Number of AQMAs
6. Climate Change Mitigation	<ul style="list-style-type: none"> ▪ CO₂ emissions estimates from road transport ▪ Grammes CO₂ per passenger-kilometre by mode/vehicle type ▪ Greenhouse gas emissions
7. Biodiversity, Geodiversity and Soil	<ul style="list-style-type: none"> ▪ Natural Capital Asset Index ▪ Proportion of adults who live within a 5-minute walk of their local green or blue space
8. Water, Flood Risk and Resilience	<ul style="list-style-type: none"> ▪ Number of properties at risk of flooding ▪ Number of roads affected by flooding ▪ Number and type of annual flood incidences affecting bus and rail services
9. Cultural Heritage	<ul style="list-style-type: none"> ▪ Percentage of adults who have attended or visited a cultural event or place in the last 12 months
10. Landscape	<ul style="list-style-type: none"> ▪ Natural Capital Asset Index ▪ Proportion of adults who live within a 5-minute walk of their local green or blue space

5.3.3 The indicators will be developed and refined following feedback from consultation on the draft RTS and where appropriate further environmental indicators will be developed. A suitable baseline will be derived for each indicator, wherever possible drawing from existing monitoring programmes at the national, regional and sub-regional levels to draw from recognised data sources and to ensure a resource efficient approach.

- 5.3.4 SPT will report annually on progress towards achieving the RTS objectives using the agreed set of monitoring indicators and will undertake a 5 yearly evaluation process against RTS Priorities.

6 Conclusion

6.1 Summary of Environmental Report

- 6.1.1 This Non-Technical Summary (NTS) of the Strategic Environmental Assessment (SEA) Environment Report (ER) has provided a summary of the findings of a SEA carried out in respect of the draft SPT RTS.

6.2 Consultation on this Environmental Report

- 6.2.1 The SEA Environmental Report and this Non-Technical Summary have been published for consultation alongside the draft RTS which has been prepared by SPT (with support from Stantec UK) together with supporting reports including the Equalities Duties Report.
- 6.2.2 The consultation process will reach a broad range of stakeholders and the general public who will be able to provide their feedback through a dedicated website facility (see below). The draft RTS and SEA Environmental Report, together with other supporting reports, will be made available for public access on SPT's website (www.spt.co.uk). The documents will also be made available in hard copy for inspection, should this be requested, at the principal offices of SPT.
- 6.2.3 Details of how to participate in the consultation will be published by SPT and, in accordance with statutory requirements, an advert will be placed in a local newspaper inviting expressions of interest and stating where a copy of the relevant plan can be inspected. A web-based consultation facility will be established with access to the on-line feedback forms available at <https://www.spt.co.uk/spt-across-the-region/what-we-are-doing/regional-transport-strategy/>
TBC
- 6.2.4 The SEA Environmental Report and a copy of the draft RTS (the 'relevant documents') will also be provided to the SEA Consultation Authorities via the Scottish Government's SEA Gateway for formal consultation on the Strategy and the SEA under the requirements of the Environmental Assessment (Scotland) Act 2005.

6.3 Next Stages of RTS Preparation and SEA

- 6.3.1 This Report will be consulted on in tandem with the draft RTS. All representation received regarding both documents will then be analysed by SPT and the independent SEA project team to determine whether:
- substantial changes need to be made to the draft RTS, potentially resulting in the need to re-consult on substantive actions and an associated SEA ER Addendum; or,
 - only minor modifications need to be made to the draft RTS prior to submission to the Scottish Ministers for approval (i.e., no further consultation would be necessary).
- 6.3.2 The Scottish Ministers will then review the finalised RTS and determine whether it can be approved with or without any further modifications. Following approval of the finalised RTS, SPT will formally adopt and publicise the Strategy. At this time, a SEA Post Adoption Statement (PAS) will be prepared to explain how the SEA process has closely informed the development of the finalised RTS and how the feedback from consultation has been taken into account in finalising the Strategy. The PAS will also set out proposals for future monitoring of the environmental effects of the RTS.