

GO
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South East of Scotland
Transport Partnership



REGIONAL TRANSPORT STRATEGY

**SEA Environmental Report Non-
Technical Summary**

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Appendix A SEA Framework

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1 Introduction

1.1 Background

- 1.1.1 Stantec UK (Ltd) has been commissioned by SEStran, the Regional Transport Partnership (RTP) for the South East of Scotland to undertake a Strategic Environmental Assessment (SEA) of the draft Regional Transport Strategy (hereafter 'the Draft RTS'). A new Regional Transport Strategy (RTS) is being prepared to set out an updated vision, priorities and direction for transport in the region for the period up to 2035.
- 1.1.2 The SEStran RTS SEA Environmental Report ('the ER') documents the findings of the SEA carried out in respect of the Draft RTS in accordance with the statutory requirements. This report provides a Non-Technical Summary (NTS) of the full SEStran Draft RTS SEA ER.

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 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 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 a full SEA carried out in respect of the SEStran Draft RTS. 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 for a period of 14 weeks. Details of how to participate in the consultation are provided on SEStran's website and, in accordance with statutory requirements, will be published in a local newspaper.

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 (including baseline and policy reviews) which informed this SEA;
 - **Section 3** provides an overview of the SEA process undertaken to date and explains how the SEA has been carried out for the Draft RTS;
 - **Section 4** explains how the SEA process has informed the preparation of the Draft RTS and improved its environmental performance;
 - **Section 5** presents the key findings of the SEA undertaken for the Draft RTS;
 - **Section 6** identifies limited further recommendations which should be considered post-consultation to enhance the Draft RTS prior to finalisation of the strategy; and

- **Section 7** sets out the next steps in the SEA process and outlines potential monitoring arrangements.

2 Context

2.1 SEStrans Regional Transport Strategy ('the RTS')

2.1.1 In accordance with the Transport (Scotland) Act 2005, SEStran prepared the first RTS for the South East Scotland region covering the period 2008 – 2023. In 2015, SEStran published an update to the RTS, covering the period 2015-2025. A new RTS is being developed to replace the current RTS once it expires in 2025 and to set out a new long term transport vision, outcomes and strategic objectives for the South East Scotland region, aligned with the National Transport Strategy 2 (2020). The Draft RTS represents the settled view of the SEStran RTP regarding a new transport strategy which should be implemented at regional and local level through a new RTS.

2.1.2 The Draft RTS sets out proposed policies and actions grouped around 12 Regional Mobility Themes:

- Shaping development and place
- Delivering safe active travel
- Enhancing access to public transport
- Enhancing and extending the bus service
- Enhancing and extending the train service
- Reallocating road space on the regional network
- Improving integration between modes
- Decarbonising transport
- Facilitating efficient freight movement and passenger travel
- Working towards zero road deaths and serious injuries
- Reducing car kilometres
- Responding to the post-Covid world

2.1.3 The Draft RTS also identifies Transport Corridors relating to the largest and most important movement of people and freight across the SEStran region.

2.2 Relevant Environmental Information

2.2.1 With reference to the environmental topics prescribed within Schedule 3 of the SEA Act and the duties within the Transport (Scotland) Act 2005, the key environmental issues relevant to the emerging RTS are identified in **Appendix A** of the full ER. These need to be addressed within the emerging RTS and taken account of in the associated SEA. The identification of key issues has also been informed by consideration of the likely evolution of baseline conditions in the absence of the emerging RTS, as detailed in **Appendix A** of the ER.

2.3 Review of Plans, Programmes and Strategies

- 2.3.1 In accordance with statutory requirements a review of the relationship between the Draft RTS and other relevant plans and programmes (including legislation, policies and strategies at all spatial scales) 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 detailed review of other relevant plans and programmes is provided in full within **Section 3** of the ER.

3 The SEA Process

3.1 Approach to SEA

SEA Project Team

- 3.1.1 Stantec has provided drafting and technical support to SEStran to support the preparation of the Draft RTS and regular discussions have been held with senior officers throughout the process of preparing the Draft RTS. This has allowed informal and early feedback of key issues identified by the SEA project team, resulting in iterative amendments to strengthen the RTS as it developed.

Previous SEA Reporting

- 3.1.2 The previous stages of SEA undertaken in respect of the emerging RTS comprised consultations on a SEA Scoping Report (February 2021) and the SEA of the Case for Change Report (June 2021). The SEA of the Draft RTS builds directly on these previous stages and relevant content from previous reporting has been carried forward into this ER with updates as required.

SEA Scoping

- 3.1.3 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 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 SEStran region which may affect (or be affected by) the emerging RTS. The SEA Objectives are accompanied by a set of guide questions and criteria to underpin a proportionate assessment of the emerging SEStran RTS.
- 3.1.4 The overall approach to SEA and the SEA Framework were amended to take account of Scoping consultation responses, as detailed in **Appendix C** of the ER. The SEA Framework focuses on assessing potential effects on 10 SEA Objectives.

3.2 SEA Methodology

- 3.2.1 Stantec commenced work on the SEA of the Draft RTS in October 2021 following preparation of the 'settled draft' version of the Draft RTS and the receipt of Scoping consultation responses from the SEA Consultation Authorities. All components of the Draft RTS were assessed in detail using matrices and a standard SEA scoring system to identify likely significant effects (beneficial or adverse) on the SEA Objectives. This approach allowed for systematic recording of potential effects and their significance together with any assumptions, uncertainties and suggested mitigation or enhancement measures. The completed actions and policies assessment matrices are provided in **Appendix E** of the ER with a summary of key findings provided in **Section 5** of this NTS.

Approach to Uncertainties, Assumptions and Mitigation

- 3.2.2 The identification of any assumptions and uncertainties is an important element of SEA, as such all RTS actions and policies need to be unambiguous to ensure they can be implemented as intended. The reviews that have taken place as the emerging RTS was drafted allowed any ambiguities and other weaknesses to be identified and appropriate mitigation or enhancement recommendations to be devised by the SEA project team to address such issues at an early stage. As detailed in **Section 5** of the ER, a set of recommendations to enhance the Draft RTS

were provided by the SEA project team. Those recommendations were taken on board and incorporated into the 'settled draft' version of the Draft RTS.

3.3 Approach to Reasonable Alternatives

- 3.3.1 A core SEA requirement is that likely significant effects of implementing both a plan or programme (i.e. the emerging RTS) and any identified 'reasonable alternatives' to it be examined, as well as the rationale for identifying reasonable alternatives to be described. To be considered as reasonable alternatives, options must relate to the plan or programmes' corresponding objectives and geographical scope. To be eligible for consideration in this SEA process, reasonable alternatives must therefore be realistic, relevant and within the scope of the emerging RTS.
- 3.3.2 As reasonable alternatives must relate to the objectives of the plan under consideration, it was not possible to identify any clear reasonable alternatives to the RTS vision and objectives, as any alternatives would change the strategic direction of the strategy. Reflecting the components of the emerging RTS, potential reasonable alternative options relate to the development of policies and actions.
- 3.3.3 Alternative policies and actions were considered during the preparation of the Draft RTS to implement the proposed SEStran RTS vision and objectives. The rationale for the development of individual proposed policies is explained fully within the Draft RTS. In all cases, each policy is considered necessary either to implement higher level statutory and national policy requirements, achieve identified RTS Objectives and address associated TPOs, or otherwise to address identified key environmental issues (**Table 3.1** in the ER).
- 3.3.4 A series of recommendations have been developed and incorporated within proposed policies and actions through the SEA process to improve their effectiveness and clarity as detailed in **Section 5** of the ER. The assessment presented in **Section 6** and **Appendix E** of the ER was updated to take account of all agreed mitigation now incorporated within the Draft RTS. This means all policies included within the Draft RTS themselves constitute reasonable alternative policy options and no further reasonable alternative options have been identified.
- 3.3.5 A high level and non-spatially defined list of transport options ('the initial options generation matrix') was defined by SEStran in the RTS Case for Change Report as the starting point to develop options to implement the proposed RTS Strategic Objectives. In accordance with SEA caselaw, all implementation components within an emerging plan themselves need to constitute reasonable options to implement the purpose of the plan, i.e. to achieve proposed RTS Strategic Objectives. An assessment of the initial options generation matrix was therefore carried out to demonstrate that all initially identified types of options are themselves reasonable and that no potentially reasonable alternatives have been excluded from consideration.
- 3.3.6 The high-level nature of the Draft RTS precluded the development of individual transport options or interventions at this stage. However, the STAG Preliminary Options Appraisal defined a suite of 18 Transport Corridors corresponding with key movements within the SEStran region where any future strategic transport interventions should be focused. The initial options generation matrix has now been overlaid against those Transport Corridors to identify potential types of options which could be progressed, but at this stage no spatially defined interventions have been developed and none have been assessed in this SEA.

4 How has the SEA Informed the Draft RTS

4.1 Pre-Assessment

- 4.1.1 SEA is being used by SEStran as a planmaking tool in addition to demonstrating statutory compliance. This approach allows environmental implication of all substantive plan components to be tested at the earliest opportunity and for any uncertainties, issues or mitigation requirements identified during the impact assessment to be addressed during RTS preparation at the earliest opportunity.

4.2 Assessment

- 4.2.1 The SEStran RTS Case for Change Report provided a consolidated evidence base to identify the main transport problems and issues experienced within the SEStran area and to set out proposed strategic components to underpin the development of the new RTS. The Case for Change included the identification of relevant Transport Planning Objectives (TPOs) and associated proposed RTS Objectives, together with the development of an initial options generation matrix.
- 4.2.2 A proportionate ER was prepared to assess the likely environmental effects associated with the substantive components of the Case for Change which underpinned the development of the new RTS. The high-level nature of the Case for Change Report precluded the identification of specific likely significant environmental effects. The assessment therefore focussed more generally on:
- Examining the coverage of key environmental issues, as identified through the SEA Scoping process, within the problems and issues, proposed RTS Strategic Objectives and the initial options generation matrix set out within the Case for Change Report; and,
 - Assessing the extent to which the proposed RTS Strategic Objectives and the initial options generation matrix address key environmental issues and thus the ability of the emerging RTS to tackle such issues. This includes testing the compatibility of the proposed RTS Strategic Objectives and the initial options generation matrix within the SEA Framework.
- 4.2.3 Stantec commenced the SEA of the Draft RTS in August 2021 in tandem with the development of RTS components (following completion of a STAG Preliminary Options Appraisal). An initial step involved advising on how best to implement mitigation and enhancement recommendations identified through the SEA of the Case for Change Report. SEA based testing and refinement of emerging RTS components (e.g. policies) then took place before formal SEA policy assessment reporting was completed in October 2021 to align with settled versions of the Draft RTS. This iterative process allowed the SEA to inform the final content of the Draft RTS to minimise its likely significant adverse effects and maximise the RTS's environmental performance.

4.3 Summary

- 4.3.1 The SEA process has closely influenced the content of the Draft RTS through resolving uncertainties and inconsistencies, and by identifying opportunities to improve the clarity and environmental performance of the Draft RTS. As a result, the consultation version of the Draft RTS is now considered to be more robust and effective in terms of addressing relevant environmental issues. Once the finalised RTS has been approved by the Scottish Ministers a SEA Post Adoption Statement will be prepared in accordance with statutory requirements to set out, amongst other matters, how environmental considerations and the views of the SEA Consultation Authorities have been taken account of in the preparation of the RTS.

5 SEA of the SEStrans RTS Findings

5.1 SEA of Policies and Actions

5.1.1 To implement the proposed RTS Objectives a suite of policies and actions have been developed, framed around 12 Regional Mobility Themes which have been used to form the structure of the Draft RTS. This section presents key findings from the SEA of the proposed policies and actions detailed within the Draft RTS. The summary assessment provided below uses each of the SEA Objectives from the SEStran RTS SEA Framework (**Appendix A**) as headings, whilst detailed matrices identifying all likely effects from the policies is provided in **Appendix E** of the ER.

5.1.2 This section presents key findings from the SEA of the proposed policies and actions detailed within the Draft RTS. The summary assessment provided below uses each of the SEA Objectives from the SEStran RTS SEA Framework (**Appendix A**) as headings, whilst detailed appraisal matrices identifying all likely effects from the policies is provided in **Appendix C** of the full ER.

SEA Objective 1 – Health

5.1.3 The following proposed actions are predicted to have Major Positive (i.e. significant beneficial) effects on aspects of this SEA Objective:

- *Delivering Safe Active Travel*

- Policy - a) The RTS seeks the implementation of measures which improve facilities for those walking, wheeling or cycling.
- Policy - e) Roadspace for active travel should be prioritised in towns and cities in line with the sustainable travel hierarchy and this should be integrated into local strategies and policy documents.
- Action - Deliver road safety measures that enable people to safely use active travel within in the region.
- Action - Promotional and communication campaigns to highlight the benefits of active travel across the region and encourage people to adopt it where possible.

- *Enhancing Access to Public Transport*

- Policy - a) The public transport network should be physically accessible for all including vulnerable groups such as those with disabilities, mobility impairments and the elderly. This requires full compliance with the requirements of the Disability Discrimination Act.

- *Reallocating Roadspace on the Regional and Local Network*

- Policy - a) The RTS encourages the reallocation of roadspace away from general traffic to specific groups of road users including for public transport and active travel.

- *Improving Integration Between Modes*

- Policy - b) Local access to multi-modal mobility hubs should be facilitated by high quality active travel routes that enable safe walking, wheeling and cycling.

- *Facilitating Efficient Freight Movement and Passenger Travel*
 - Policy - a) Additional locations for commercial vehicle driver rest areas on the strategic road network should be investigated.
 - Action - Undertake analysis to identify locations where additional commercial vehicle driver rest areas may be required on the strategic road network.
- *Working Towards Zero Road Deaths and Serious Injuries*
 - Policy - c) In urban environments 20 mph zones, traffic calming and other road safety measures should be used to provide a safe environment for all users of the road network.
 - Policy - e) Target zero fatalities and serious injuries on the region's roads by 2050.
 - Action - Develop Route Action Plans for key rural corridors which require a coordinated approach to road safety along their route where there is greater scope for conflict between high speed through traffic and slow turning traffic.
 - Action - Identify locations where local speed limit amendments may be required to improve safety.
- *Reducing Car Kilometres*
 - Policy - a) The RTS seeks the implementation of low and zero emission zones where appropriate alternatives are provided and supports the delivery of the Edinburgh Low Emission Zone.
 - Policy - f) Where appropriate support behaviour change and the use of more sustainable modes of transport by a combination of enhanced infrastructure, information provision, innovation and measures to discourage car use.
 - Action - Drawing upon the analysis undertaken, develop and implement an action plan to deliver measures in the SEStran region to support the delivery of the Scottish Government's car traffic reduction target across the region.
- *Responding to the Post-Covid World*
 - Policy - b) The RTS will be flexible in responding to these changing travel behaviour trends and adapt accordingly as it becomes clearer what the 'new normal' will entail.
 - Policy - c) Measures to mitigate the impacts of the Covid-19 pandemic and the resulting implications for towns and cities will be supported providing they maintain consistency with the wider policy set out in the RTS.

SEA Objective 2 – Accessibility

5.1.4 The following proposed actions are predicted to have Major Positive (i.e. significant beneficial) effects on aspects of this SEA Objective:

- *Shaping Development and Place*
 - Policy - a) New developments should be located to (i) reduce the need to travel and (ii) minimise the use of unsustainable modes by the application of Transit Oriented Development (TOD), 20-minute neighbourhood and shared mobility concepts.

- Policy - b) 20-minute neighbourhoods should be implemented in urban areas where active travel and shared mobility provision enable sustainable access to local services and amenities in a safe and sustainable manner.
- Policy - c) New residential development should be located where connectivity by sustainable modes to existing and planned employment centres as well as key services is high.
- Policy - d) New public services should be located where connectivity by active travel and public transport to the public is high but particularly with regards to the location of 'deprived' communities (e.g., health provision should be located with connectivity to health deprived communities in mind).
- Action - Partner Councils work with SEStran through the statutory planning processes to implement RTS policies with regards to major developments.
- *Delivering Safe Active Travel*
 - Policy - b) The progression, implementation and ultimate completion of the SEStran Strategic Network is a key policy.
 - Action - Progress the delivery of the SEStran Strategic Network and broader cross boundary networks with partners. Develop further phases of this network to ensure a long-term pipeline of investment.
 - Action - Review destinations served by the active travel network to identify gaps and locations where cross boundary schemes may be required to ensure an integrated, high quality network exists.
 - Action - Expand the provision of bike sharing initiatives across the region.
- *Enhancing Access to Public Transport*
 - Policy - a) The public transport network should be physically accessible for all including vulnerable groups such as those with disabilities, mobility impairments and the elderly. This requires full compliance with the requirements of the Disability Discrimination Act.
 - Policy - b) Public transport information should be provided in a variety of formats to meet the specific needs of all users.
 - Policy - c) The public transport system should be affordable for all based on their ability to pay.
 - Policy - d) Shared mobility solutions should be implemented to provide enhanced access to a wider range of transport options without the requirement for ownership.
 - Action - Regional audit to identify stops, stations and interchanges which do not meet accessibility requirements and to develop a prioritised list of interventions.
 - Action - Deliver improved public transport information in a variety of formats supported by appropriate wayfinding infrastructure on the transport network.
 - Action - Resist pressures to increase public transport fares and explore opportunities to provide more affordable public transport for those least able to pay for it.

- *Enhancing and Extending the Bus Service*
 - Policy - a) Bus priority measures should be implemented to deliver a network of regional, cross boundary quality bus corridors that link up key urban centres building upon existing bus priority measures.
 - Policy – f) Service improvements should be implemented in locations identified as at most risk of a combination of transport poverty and deprivation.
 - Policy – g) Demand Responsive Transport should be implemented where traditional scheduled bus services are unfeasible particularly in rural and remote areas.
 - Action - Undertake a Regional Bus Connectivity study for non-Edinburgh travel to identify settlement pairs where travel demand is high and bus services are poor as a means to promoting new routes and connectivity (in partnership with other policies).
 - Action - Undertake further analysis to develop options to improve bus service connectivity to areas identified as being poorly connected to essential services and suffering from related deprivation. This could include increased service frequencies, new services, more direct services and / or more express services.
 - Action - Work with partners to implement new direct and express services to link settlements across the region that require multiple interchanges or excessively long journey times.
- *Enhancing and Extending the Train Service*
 - Policy - a) Opportunities should be explored with partners to expand the rail network in the south-east of Scotland through new lines and stations where appropriate, cost effective and in line with strategy objectives.
 - Policy – c) Opportunities should be explored with partners to introduce new services including more direct links across the region and enhanced cross city connections.
 - Policy - h) The rail network should be affordable for all and opportunities for fares rationalisation across Scotland should be explored to ensure parity of access and affordability.
 - Action - Identify capacity constraints upon the rail network and appropriate resolutions to enable the provision of passenger and freight services that meet both current and future needs.
- *Reallocating Roadspace on the Regional and Local Network*
 - Policy - a) The RTS encourages the reallocation of roadspace away from general traffic to specific groups of road users including for public transport and active travel.
 - Action - Develop a framework and set of criteria to assist partners in identifying and delivering local and regional road space reallocation proposals. This should be undertaken in an inclusive way and in line with the National Transport Strategy's sustainable travel hierarchy.
- *Improving Integration Between Modes*
 - Policy - a) A network of integrated, multi-modal mobility hubs should be implemented across the region starting with the 8 pilot locations identified in the SEStran Mobility Hub study.

- Policy - b) Local access to multi-modal mobility hubs should be facilitated by high quality active travel routes that enable safe walking, wheeling and cycling.
- Policy - c) Park and ride provision should be enhanced where there is evidence of sufficient residential walk, cycle and drive-in catchment and where there is evidence of localised parking issues such as overspill and excessive parking which impact on local residential networks.
- Action - Identify locations where increased park and ride capacity may be required taking into account findings from recent SEStran and ScotRail park and ride studies.
- Action - Support provision of taxis, ride sourcing and community transport for vulnerable groups and people without adequate access to public or private transport.
- *Decarbonising Transport*
 - Policy - c) The RTS seeks the roll out of EV charging infrastructure to support decarbonisation of car-based travel.
 - Action - Pursue Scottish Government for effective national strategy / guidance / specifications on fleet decarbonisation and rollout of appropriate and future-proofed supporting infrastructure. This should include legislation to manage on-street charging provision and provision of chargers in new developments.
 - Action - Working with the private sector and partners to develop a regional electric vehicle investment and charging strategy, with associated technical guidance, including a spatial strategy across the area for long journey rapid charging facilities and for local area hub / community charging.
- *Facilitating Efficient Passenger Travel and Freight Movement*
 - Policy - c) Opportunities should be sought to reestablish direct passenger and freight ferry links with Europe where appropriate and viable.
 - Policy - d) The RTS seeks the implementation of passing loops and other appropriate infrastructure that will enable additional train paths for rail freight services to be provided in the region.
 - Action - Engage with partners to explore opportunities to reintroduce ferry links to Europe.
- *Working Towards Zero Road Deaths and Serious Injuries*
 - Policy - c) In urban environments 20 mph zones, traffic calming and other road safety measures should be used to provide a safe environment for all users of the road network.
 - Action - Develop Route Action Plans for key rural corridors which require a coordinated approach to road safety along their route where there is greater scope for conflict between high speed through traffic and slow turning traffic.
 - Action - Pursue a national review of speed limits.
 - Action - Identify locations where local speed limit amendments may be required to improve safety.

- *Reducing Car Kilometres*
 - Policy - b) The RTS is supportive of appropriate demand management measures where suitable active travel and public transport alternatives are in place.
 - Policy - c) Further expansion of trip sharing and car sharing services should be undertaken across the region to reduce the need for car ownership.
 - Policy - d) Ongoing expansion and upgrading of digital connectivity is supported to reduce the need to travel and enable the adoption of flexible and agile working patterns.
 - Policy - e) Park and Ride provision should be enhanced where required to enable car journeys to transfer to public transport for at least part of the trip.
 - Action - Explore the most effective model for regional delivery of trip sharing and car sharing services across the region.
- *Responding to the Post Covid World*
 - Policy - b) The RTS will be flexible in responding to these changing travel behaviour trends and adapt accordingly as it becomes clearer what the 'new normal' will entail.
 - Action - Drawing on the findings of the monitoring reports, revisit the RTS when the post-covid picture has stabilised to determine any policy adjustments required to reflect the 'new normal' circumstances.

SEA Objective 3 – Material Assets

5.1.5 The following proposed actions are predicted to have Major Positive (i.e. significant beneficial) effects on aspects of this SEA Objective:

- *Shaping Development and Place*
 - Policy - a) New developments should be located to (i) reduce the need to travel and (ii) minimise the use of unsustainable modes by the application of Transit Oriented Development (TOD), 20-minute neighbourhood and shared mobility concepts.
 - Policy - c) New residential development should be located where connectivity by sustainable modes to existing and planned employment centres as well as key services is high.
 - Policy - d) New public services should be located where connectivity by active travel and public transport to the public is high but particularly with regards to the location of 'deprived' communities (e.g., health provision should be located with connectivity to health deprived communities in mind).
 - Action - Partner Councils work with SEStran through the statutory planning processes to implement RTS policies with regards to major developments.
- *Delivering Safe Active Travel*
 - Policy - e) Roadspace for active travel should be prioritised in towns and cities in line with the sustainable travel hierarchy and this should be integrated into local strategies and policy documents.

- Action - Review destinations served by the active travel network to identify gaps and locations where cross boundary schemes may be required to ensure an integrated, high quality network exists.
- Action - Deliver road safety measures that enable people to safely use active travel within in the region.
- *Enhancing Access to Public Transport*
 - Policy - d) Shared mobility solutions should be implemented to provide enhanced access to a wider range of transport options without the requirement for ownership.
 - Action - Regional audit to identify stops, stations and interchanges which do not meet accessibility requirements and to develop a prioritised list of interventions.
- *Enhancing and Extending the Bus Service*
 - Policy - c) Bus priority should also be designed into major infrastructure and new development schemes.
 - Policy - f) Service improvements should be implemented in locations identified as at most risk of a combination of transport poverty and deprivation.
 - Action - Undertake a Regional Bus Connectivity study for non-Edinburgh travel to identify settlement pairs where travel demand is high and bus services are poor as a means to promoting new routes and connectivity (in partnership with other policies).
 - Action - Undertake a Regional Bus Priority study which will identify regional, cross boundary quality bus corridors and key bus priority interventions to reduce bus journey times and improve bus journey time reliability where Edinburgh is likely to be a focus.
 - Undertake further analysis to develop options to improve bus service connectivity to areas identified as being poorly connected to essential services and suffering from related deprivation. This could include increased service frequencies, new services, more direct services and / or more express services.
- *Enhancing and Extending the Train Service*
 - Policy - c) Opportunities should be explored with partners to introduce new services including more direct links across the region and enhanced cross city connections.
 - Policy - d) The resolution of key capacity constraints on the rail network should be taken forward as a priority.
 - Policy - e) The full electrification of the rail network in the region should be delivered in line with Transport Scotland's decarbonisation strategy.
 - Policy - f) Opportunities to link the region to the emerging High Speed Rail network should be explored. The RTS supports reduced cross-border rail journey times as a means to improve competitiveness with short haul flights and reduce emissions.
 - Action - Support / undertake appraisal and business case development for new rail infrastructure including lines, stations and services.
 - Action - Work with Transport Scotland and Network Rail to deliver new rail infrastructure in the region where appraisal and business case development has demonstrated its merits.

- *Reallocating Roadspace on the Regional and Local Network*
 - Policy - a) The RTS encourages the reallocation of roadspace away from general traffic to specific groups of road users including for public transport and active travel.
 - Action - In collaboration with bus operators, undertake analysis of regional and cross-boundary corridors where congestion is impacting on bus operations and identify locations where roadspace reallocation may be required.

- *Improving Integration between Modes*
 - Policy - c) Park and ride provision should be enhanced where there is evidence of sufficient residential walk, cycle and drive-in catchment and where there is evidence of localised parking issues such as overspill and excessive parking which impact on local residential networks.
 - Policy - e) Opportunities to expand DRT provision should be sought and to make the most efficient usage of capacity available on existing transport services.
 - Action - Identify locations where increased park and ride capacity may be required taking into account findings from recent SEStran and ScotRail park and ride studies.
 - Action - Work with DRT and community transport operators to deliver more widespread and efficient usage of services in areas where traditional fixed-route bus services are inappropriate.

- *Decarbonising Transport*
 - Policy - a) The RTS seeks the implementation of measures which facilitate the decarbonisation of the vehicle fleet including cars, buses, vans, trains, ships and aircraft in line with national requirements.
 - Action - Develop and coordinate a regional information strategy including messaging around the need to ensure EVs are not regarded as a green light to increased car use and the range of issues associated with this

- *Facilitating Efficient Freight Movement and Passenger Travel*
 - Policy - f) Freight Consolidation Centres should be implemented at key locations on the strategic network including potentially on the A720 Edinburgh City Bypass and Leith Port.
 - Policy - d) Micro-consolidation centres should be implemented in conjunction with multi-modal mobility hubs and supported by sustainable last mile logistics including cycle logistics and electric vans.
 - Policy - c) Opportunities should be sought to enhance gauge clearances on the rail network to enable a wider range of freight wagons and containers to operate on the region's network and for the number of rail freight services to be increased accordingly.
 - Policy - e) The RTS seeks the implementation of passing loops and other appropriate infrastructure that will enable additional train paths for rail freight services to be provided in the region.
 - Action - Work with partners to identify locations where targeted infrastructure investment may be required and work to deliver it where appropriate.

- Action - Work with partners to identify, through the further development of the SEStran Freight Strategy, locations where Freight Consolidation Centres could be located.
- Action - Implement micro-consolidation centres alongside the delivery of multi-modal mobility hubs with supporting cycle logistics and electric vans last mile logistics.
- Action - Work with partners to identify, through the further development of the SEStran Freight Strategy, locations where gauge clearances should be increased to enable new and enhanced rail freight services to operate in the region.
- Action - Work with partners to identify, through the further development of the SEStran Freight Strategy, locations where passing loops or other capacity improvements may be required to provide additional train paths for rail freight services.
- *Working Towards Zero Road Deaths and Serious Injuries*
 - Policy - a) The RTS supports the implementation of road safety schemes on the regional network targeted at locations of collision clusters.
 - Action - Identify collision cluster locations for the implementation of road safety schemes.
 - Action - Undertake analysis to identify single carriageway routes with high proportions of HGVs and other large vehicles where the implementation of safe overtaking opportunities may be required to prevent frustration which can lead to unsafe overtaking manoeuvres.
 - Action - Develop Route Action Plans for key rural corridors which require a coordinated approach to road safety along their route.
 - Action - Undertake analysis to identify single carriageway routes with high proportions of HGVs and other large vehicles where the implementation of safe overtaking opportunities may be required.
- *Reducing Car Kilometres*
 - Policy - b) The RTS is supportive of appropriate demand management measures where suitable active travel and public transport alternatives are in place.
 - Policy - e) Park and Ride provision should be enhanced where required to enable car journeys to transfer to public transport for at least part of the trip.
 - Action - Undertake further analysis to identify the scope and scale of ‘avoidable’ car kilometres across the region which can then be targeted through improved information, improvements to public transport and appropriate demand management measures.
 - Action - Research demand management measures which may be appropriate for the region including parking management and charges, reduced parking provision, improved enforcement of parking regulations, Workplace Parking Levies as well as congestion and road user charging.
- *Responding to the Post-Covid World*
 - Policy - b) The RTS will be flexible in responding to these changing travel behaviour trends and adapt accordingly as it becomes clearer what the ‘new normal’ will entail.

- c) Measures to mitigate the impacts of the Covid-19 pandemic and the resulting implications for towns and cities will be supported providing they maintain consistency with the wider policy set out in the RTS.
- Action - Drawing on the findings of the monitoring reports, revisit the RTS when the post-covid picture has stabilised to determine any policy adjustments required to reflect the 'new normal' circumstances.

SEA Objective 4 – Productivity, Competitiveness and Innovation

5.1.6 The following proposed actions are predicted to have Major Positive (i.e. significant beneficial) effects on aspects of this SEA Objective:

■ *Shaping Development and Place*

- Policy - c) New residential development should be located where connectivity by sustainable modes to existing and planned employment centres as well as key services is high.
- Policy - d) New public services should be located where connectivity by active travel and public transport to the public is high but particularly with regards to the location of 'deprived' communities (e.g., health provision should be located with connectivity to health deprived communities in mind).

■ *Delivering Safe Active Travel*

- Policy - e) Roadspace for active travel should be prioritised in towns and cities in line with the sustainable travel hierarchy and this should be integrated into local strategies and policy documents.
- Action - Review destinations served by the active travel network to identify gaps and locations where cross boundary schemes may be required to ensure an integrated, high quality network exists.
- Action - Deliver road safety measures that enable people to safely use active travel within in the region.
- Action - Promotional and communication campaigns to highlight the benefits of active travel across the region and encourage people to adopt it where possible.
- Action - Expand the provision of bike sharing initiatives across the region.

■ *Enhancing Access to Public Transport*

- Policy - a) The public transport network should be physically accessible for all including vulnerable groups such as those with disabilities, mobility impairments and the elderly. This requires full compliance with the requirements of the Disability Discrimination Act.
- Policy - c) The public transport system should be affordable for all based on their ability to pay.
- Policy - d) Shared mobility solutions should be implemented to provide enhanced access to a wider range of transport options without the requirement for ownership.
- Action - Regional audit to identify stops, stations and interchanges which do not meet accessibility requirements and to develop a prioritised list of interventions.

- Action - Identify locations where implementation of shared mobility solutions could be beneficial and reduce the requirement for forced car ownership.
- *Enhancing and Extending the Bus Service*
 - Policy - a) Bus priority measures should be implemented to deliver a network of regional, cross boundary quality bus corridors that link up key urban centres building upon existing bus priority measures.
 - Policy - f) Service improvements should be implemented in locations identified as at most risk of a combination of transport poverty and deprivation.
 - Policy - g) Demand Responsive Transport should be implemented where traditional scheduled bus services are unfeasible particularly in rural and remote areas.
 - Action - Undertake a Regional Bus Connectivity study for non-Edinburgh travel to identify settlement pairs where travel demand is high and bus services are poor as a means to promoting new routes and connectivity (in partnership with other policies).
 - Action - Undertake a Regional Bus Priority study which will identify regional, cross boundary quality bus corridors and key bus priority interventions to reduce bus journey times and improve bus journey time reliability where Edinburgh is likely to be a focus.
 - Action - Undertake further analysis to develop options to improve bus service connectivity to areas identified as being poorly connected to essential services and suffering from related deprivation. This could include increased service frequencies, new services, more direct services and / or more express services.
- *Enhancing and Extending the Train Service*
 - Policy - a) Opportunities should be explored with partners to expand the rail network in the south-east of Scotland through new lines and stations where appropriate, cost effective and in line with strategy objectives.
 - Policy - b) The RTS supports the delivery of new stations at Reston, East Linton, Winchburgh and at Leven and Cameron Bridge as part of the delivery of Levenmouth rail link.
 - Policy - c) Opportunities should be explored with partners to introduce new services including more direct links across the region and enhanced cross city connections.
 - Policy - d) The resolution of key capacity constraints on the rail network should be taken forward as a priority.
 - Action - Identify capacity constraints upon the rail network and appropriate resolutions to enable the provision of passenger and freight services that meet both current and future needs.
- *Reallocating Roadspace on the Regional and Local Network*
 - Policy - a) The RTS encourages the reallocation of roadspace away from general traffic to specific groups of road users including for public transport and active travel.
 - Policy - e) Opportunities to provide roadspace reallocation to support the efficiency of freight movements should be explored where these will not significantly disadvantage public transport users, communities or the environment.

- Action - In collaboration with bus operators, undertake analysis of regional and cross-boundary corridors where congestion is impacting on bus operations and identify locations where roadspace reallocation may be required.
- Action - Explore the shared use of bus / commercial vehicle lanes through the development and implementation of the SEStran Freight Strategy
- *Improving Integration Between Modes*
 - Policy - b) Local access to multi-modal mobility hubs should be facilitated by high quality active travel routes that enable safe walking, wheeling and cycling.
 - Policy - c) Park and ride provision should be enhanced where there is evidence of sufficient residential walk, cycle and drive-in catchment and where there is evidence of localised parking issues such as overspill and excessive parking which impact on local residential networks.
 - Policy - f) Opportunities should be sought to expand the provision of bike-buses across the region to facilitate more integrated journeys.
 - Action - Work with DRT and community transport operators to deliver more widespread and efficient usage of services in areas where traditional fixed-route bus services are inappropriate.
 - Action - Support provision of taxis, ride sourcing and community transport for vulnerable groups and people without adequate access to public or private transport.
 - Action - Work with partners to deliver more buses in the region with the facilities to carry bikes.
- *Decarbonising Transport*
 - Policy - a) The RTS seeks the implementation of measures which facilitate the decarbonisation of the vehicle fleet including cars, buses, vans, trains, ships and aircraft in line with national requirements.
 - Action - Working with the private sector and partners to develop a regional electric vehicle investment and charging strategy, with associated technical guidance, including a spatial strategy across the area for long journey rapid charging facilities and for local area hub / community charging.
 - Action - Facilitate pilot projects to encourage transition to alternative fuels for all modes.
 - Action - Support alternative fuels for modes such as commercial vehicles and buses by actively engaging in and funding pilot projects across the region.
- *Facilitating Efficient Freight Movement and Passenger Travel*
 - Policy - c) Opportunities should be sought to reestablish direct passenger and freight ferry links with Europe where appropriate and viable.
 - Policy - a) Additional locations for commercial vehicle driver rest areas on the strategic road network should be investigated.
 - Policy - b) Freight Consolidation centres should be implemented at key locations on the strategic network including potentially on the A720 Edinburgh City Bypass and Leith Port.

- Policy - c) Micro-consolidation centres should be implemented in conjunction with multi-modal mobility hubs and supported by sustainable last mile logistics including cycle logistics and electric vans.
- Policy - d) Opportunities should be sought to enhance gauge clearances on the rail network to enable a wider range of freight wagons and containers to operate on the region's network and for the number of rail freight services to be increased accordingly.
- Policy - e) The RTS seeks the implementation of passing loops and other appropriate infrastructure that will enable additional train paths for rail freight services to be provided in the region.
- Action - Engage with partners to explore opportunities to reintroduce ferry links to Europe.
- Action - Engage with partners to explore opportunities to reintroduce ferry links to Europe.
- Action - Implement micro-consolidation centres alongside the delivery of multi-modal mobility hubs with supporting cycle logistics and electric vans last mile logistics.
- Action - Identify opportunities to implement innovation and automation in the freight and logistics industry in the region including the delivery of relevant pilot projects.
- *Working Towards Zero Road Deaths and Serious Injuries*
 - Policy – a) The RTS supports the implementation of road safety schemes on the regional network targeted at locations of collision clusters and corridors where a consistent and comprehensive approach is required to safety along the entire route.
 - Policy - c) Safe overtaking opportunities should be provided on regionally strategic freight corridors and other routes where high proportions of HGVs and other large vehicles create frustration which can lead to unsafe overtaking manoeuvres.
 - Policy - c) In urban environments 20 mph zones, traffic calming and other road safety measures should be used to provide a safe environment for all users of the road network.
 - Action - Develop Route Action Plans for key rural corridors which require a coordinated approach to road safety along their route where there is greater scope for conflict between high speed through traffic and slow turning traffic.
 - Action - Undertake analysis to identify single carriageway routes with high proportions of HGVs and other large vehicles where the implementation of safe overtaking opportunities may be required to prevent frustration which can lead to unsafe overtaking manoeuvres.
- *Reducing Car Kilometres*
 - Policy - d) Ongoing expansion and upgrading of digital connectivity is supported to reduce the need to travel and enable the adoption of flexible and agile working patterns.
 - Policy - e) Park and Ride provision should be enhanced where required to enable car journeys to transfer to public transport for at least part of the trip.
 - Action - Research demand management measures which may be appropriate for the region including parking management and charges, reduced parking provision,

improved enforcement of parking regulations, Workplace Parking Levies as well as congestion and road user charging.

- *Responding to the Post-Covid World*
 - Policy - b) The RTS will be flexible in responding to these changing travel behaviour trends and adapt accordingly as it becomes clearer what the 'new normal' will entail.
 - Policy - c) Measures to mitigate the impacts of the Covid-19 pandemic and the resulting implications for towns and cities will be supported providing they maintain consistency with the wider policy set out in the RTS.
 - Action - Drawing on the findings of the monitoring reports, revisit the RTS when the post-covid picture has stabilised to determine any policy adjustments required to reflect the 'new normal' circumstances.

SEA Objective 5 – Air Quality and Amenity

5.1.7 The following proposed actions are predicted to have Major Positive (i.e. significant beneficial) effects on aspects of this SEA Objective:

- *Shaping Development and Place*
 - Policy - a) New developments should be located to (i) reduce the need to travel and (ii) minimise the use of unsustainable modes by the application of Transit Oriented Development (TOD), 20-minute neighbourhood and shared mobility concepts.
 - Policy - b) 20-minute neighbourhoods should be implemented in urban areas where active travel and shared mobility provision enable sustainable access to local services and amenities in a safe and sustainable manner.
 - Policy - e) Local authorities should engage early with SEStran on Local Development Plans and large scale development proposals to assist in the identification of suitable sustainable transport connections to support the development.
 - Action - Partner Councils work with SEStran through the statutory planning processes to implement RTS policies with regards to major developments.
- *Delivering Safe Active Travel*
 - Policy - a) The RTS seeks the implementation of measures which improve facilities for those walking, wheeling or cycling.
 - Policy - e) Roadspace for active travel should be prioritised in towns and cities in line with the sustainable travel hierarchy and this should be integrated into local strategies and policy documents.
 - Action - Review destinations served by the active travel network to identify gaps and locations where cross boundary schemes may be required to ensure an integrated, high quality network exists.
 - Action - Promotional and communication campaigns to highlight the benefits of active travel across the region and encourage people to adopt it where possible.
 - Action - Expand the provision of bike sharing initiatives across the region.

- *Enhancing Access to Public Transport*
 - Policy - d) Shared mobility solutions should be implemented to provide enhanced access to a wider range of transport options without the requirement for ownership.
 - Action - Identify locations where implementation of shared mobility solutions could be beneficial and reduce the requirement for forced car ownership.
- *Enhancing and Extending the Bus Service*
 - Policy - a) Bus priority measures should be implemented to deliver a network of regional, cross boundary quality bus corridors that link up key urban centres building upon existing bus priority measures.
 - Action - Undertake a Regional Bus Connectivity study for non-Edinburgh travel to identify settlement pairs where travel demand is high and bus services are poor as a means to promoting new routes and connectivity (in partnership with other policies).
 - Action - Undertake further analysis to develop options to improve bus service connectivity to areas identified as being poorly connected to essential services and suffering from related deprivation. This could include increased service frequencies, new services, more direct services and / or more express services.
- *Enhancing and Extending the Train Service*
 - Policy - d) The resolution of key capacity constraints on the rail network should be taken forward as a priority.
 - Action - Identify capacity constraints upon the rail network and appropriate resolutions to enable the provision of passenger and freight services that meet both current and future needs.
 - Action - Work with Transport Scotland and Network Rail to seek the acceleration of the electrification of the rail network of the region.
- *Reallocating Roadspace on the Regional and Local Network*
 - Policy - a) The RTS encourages the reallocation of roadspace away from general traffic to specific groups of road users including for public transport and active travel.
 - Policy - e) Opportunities to provide roadspace reallocation to support the efficiency of freight movements should be explored where these will not significantly disadvantage public transport users, communities or the environment.
 - Action - Develop a framework and set of criteria to assist partners in identifying and delivering local and regional road space reallocation proposals. This should be undertaken in an inclusive way and in line with the National Transport Strategy's sustainable travel hierarchy.
- *Improving Integration between Modes*
 - Policy - b) Local access to multi-modal mobility hubs should be facilitated by high quality active travel routes that enable safe walking, wheeling and cycling.
 - Policy - f) Opportunities should be sought to expand the provision of bike-buses across the region to facilitate more integrated journeys.

- Policy - g) Where practical opportunities should be sought to enable the secure carriage of bikes on trains.
- Action - Work with partners to deliver more buses in the region with the facilities to carry bikes.
- Action - Pursue improved provision of trains equipped with facilities for the safe carriage of bikes.
- *Decarbonising Transport*
 - Policy - a) The RTS seeks the implementation of measures which facilitate the decarbonisation of the vehicle fleet including cars, buses, vans, trains, ships and aircraft in line with national requirements.
 - Policy - b) The RTS recognises the risks associated with lower car running costs and supports measures (subject to equality impacts) to prevent renewed growth in private car travel, and to encourage the use of alternative modes in line with the NTS 2 sustainable travel hierarchy.
 - Policy - c) The RTS seeks the roll out of EV charging infrastructure to support decarbonisation of car-based travel.
 - Action - Pursue Scottish Government for effective national strategy / guidance / specifications on fleet decarbonisation and rollout of appropriate and future-proofed supporting infrastructure. This should include legislation to manage on-street charging provision and provision of chargers in new developments.
 - Action - Develop and coordinate a regional information strategy including messaging around the need to ensure EVs are not regarded as a green light to increased car use and the range of issues associated with this.
- *Facilitating Efficient Freight Movement and Passenger Travel*
 - Policy - g) Micro-consolidation centres should be implemented in conjunction with multi-modal mobility hubs and supported by sustainable last mile logistics including cycle logistics and electric vans.

SEA Objective 6 – Climate Change Mitigation

5.1.8 The following proposed actions are predicted to have Major Positive (i.e. significant beneficial) effects on aspects of this SEA Objective:

- *Shaping Development and Place*
 - Policy - a) New developments should be located to (i) reduce the need to travel and (ii) minimise the use of unsustainable modes by the application of Transit Oriented Development (TOD), 20-minute neighbourhood and shared mobility concepts.
 - Policy - b) 20-minute neighbourhoods should be implemented in urban areas where active travel and shared mobility provision enable sustainable access to local services and amenities in a safe and sustainable manner.
 - Policy - d) New public services should be located where connectivity by active travel and public transport to the public is high but particularly with regards to the location of 'deprived' communities (e.g., health provision should be located with connectivity to health deprived communities in mind).

- Action - Undertake a regional audit of Local Development Plans, Indicative Regional Spatial Strategies, Regional Economic Strategy, Local Transport Strategies and relevant national plans (including the Strategic Transport Projects Review 2) to identify synergies and areas where partnership working is required to ensure consistency with the policy outlined in the RTS.
- Action - Work with partner Councils to create a developer contribution mechanism for regionally strategic sustainable transport schemes.
- *Delivering Safe Active Travel*
 - Policy - a) The RTS seeks the implementation of measures which improve facilities for those walking, wheeling or cycling.
 - Policy - e) Roadspace for active travel should be prioritised in towns and cities in line with the sustainable travel hierarchy and this should be integrated into local strategies and policy documents.
 - Action - Review destinations served by the active travel network to identify gaps and locations where cross boundary schemes may be required to ensure an integrated, high quality network exists.
 - Action - Deliver road safety measures that enable people to safely use active travel within in the region.
 - Action - Promotional and communication campaigns to highlight the benefits of active travel across the region and encourage people to adopt it where possible.
 - Action - Expand the provision of bike sharing initiatives across the region.
- *Enhancing Access to Public Transport*
 - Policy - d) Shared mobility solutions should be implemented to provide enhanced access to a wider range of transport options without the requirement for ownership.
 - Actions - Identify locations where implementation of shared mobility solutions could be beneficial and reduce the requirement for forced car ownership.
- *Enhancing and Extending the Bus Service*
 - Policy - a) Bus priority measures should be implemented to deliver a network of regional, cross boundary quality bus corridors that link up key urban centres building upon existing bus priority measures.
 - Policy - b) The purpose of bus priority measures should be to provide journey times which are competitive with the car wherever possible.
 - Policy - c) Bus priority should also be designed into major infrastructure and new development schemes.
 - Action - Undertake a Regional Bus Connectivity study for non-Edinburgh travel to identify settlement pairs where travel demand is high and bus services are poor as a means to promoting new routes and connectivity (in partnership with other policies).
 - Action - Work with partners to implement new direct and express services to link settlements across the region that require multiple interchanges or excessively long journey times.

- *Enhancing and Extending the Train Service*
 - Policy - a) Opportunities should be explored with partners to expand the rail network in the south-east of Scotland through new lines and stations where appropriate, cost effective and in line with strategy objectives.
 - Policy - b) The RTS supports the delivery of new stations at Reston, East Linton, Winchburgh and at Leven and Cameron Bridge as part of the delivery of Levenmouth rail link.
 - Policy - c) Opportunities should be explored with partners to introduce new services including more direct links across the region and enhanced cross city connections.
 - Policy - e) The full electrification of the rail network in the region should be delivered in line with Transport Scotland's decarbonisation strategy.
 - Action - Work with Transport Scotland and Network Rail to deliver new rail infrastructure in the region where appraisal and business case development has demonstrated its merits.
 - Action - Identify capacity constraints upon the rail network and appropriate resolutions to enable the provision of passenger and freight services that meet both current and future needs.
 - Action - Work with Transport Scotland and Network Rail to seek the acceleration of the electrification of the rail network of the region.

- *Reallocating Roadspace on the Regional and Local Network*
 - Policy - a) The RTS encourages the reallocation of roadspace away from general traffic to specific groups of road users including for public transport and active travel.
 - Policy - b) The principles of the sustainable transport hierarchy should be applied to reprioritise the local and regional road network wherever possible.
 - Policy - c) The sustainable travel hierarchy should be used as a material consideration to prioritise the allocation of roadspace within new developments in the region.
 - Action - Develop a framework and set of criteria to assist partners in identifying and delivering local and regional road space reallocation proposals. This should be undertaken in an inclusive way and in line with the National Transport Strategy's sustainable travel hierarchy.

- *Improving Integration between Modes*
 - Policy - f) Opportunities should be sought to expand the provision of bike-buses across the region to facilitate more integrated journeys.
 - Policy - g) Where practical opportunities should be sought to enable the secure carriage of bikes on trains.
 - Action - Work with DRT and community transport operators to deliver more widespread and efficient usage of services in areas where traditional fixed-route bus services are inappropriate.
 - Action - Work with partners to deliver more buses in the region with the facilities to carry bikes.

- Action - Pursue improved provision of trains equipped with facilities for the safe carriage of bikes.
- *Decarbonising Transport*
 - Policy - a) The RTS seeks the implementation of measures which facilitate the decarbonisation of the vehicle fleet including cars, buses, vans, trains, ships and aircraft in line with national requirements.
 - Policy - c) The RTS seeks the roll out of EV charging infrastructure to support decarbonisation of car-based travel.
 - Action - Pursue Scottish Government for effective national strategy / guidance / specifications on fleet decarbonisation and rollout of appropriate and future-proofed supporting infrastructure. This should include legislation to manage on-street charging provision and provision of chargers in new developments.
 - Action - Facilitate pilot projects to encourage transition to alternative fuels for all modes.
 - Action - Support alternative fuels for modes such as commercial vehicles and buses by actively engaging in and funding pilot projects across the region.
- *Facilitating Efficient Freight Movement and Passenger Travel*
 - Policy - b) The transport network should be robust and resilient to adapt to the impacts of climate change with suitable diversionary routes in place for instances when key primary routes are required to close temporarily.
 - Action - Work with partners to undertake analysis to identify locations most vulnerable to the impacts of climate change and where diversionary routes are least adequate and develop a set of interventions to improve the resiliency of the strategic transport network.
- *Working Towards Zero Road Deaths and Serious Injuries*
 - Policy - a) The RTS supports the implementation of road safety schemes on the regional network targeted at locations of collision clusters and corridors where a consistent and comprehensive approach is required to safety along the entire route.
 - Policy - c) In urban environments 20 mph zones, traffic calming and other road safety measures should be used to provide a safe environment for all users of the road network.
 - Action - Pursue a national review of speed limits.
 - Action - Action - Develop Route Action Plans for key rural corridors which require a coordinated approach to road safety along their route where there is greater scope for conflict between high speed through traffic and slow turning traffic.
 - Action - Identify locations where local speed limit amendments may be required to improve safety.
- *Reducing Car Kilometres*
 - Policy - a) The RTS seeks the implementation of low and zero emission zones where appropriate alternatives are provided and supports the delivery of the Edinburgh Low Emission Zone.

- Policy - d) Ongoing expansion and upgrading of digital connectivity is supported to reduce the need to travel and enable the adoption of flexible and agile working patterns.
- Policy - f) Where appropriate support behaviour change and the use of more sustainable modes of transport by a combination of enhanced infrastructure, information provision, innovation and measures to discourage car use.
- Action - Undertake further analysis to identify the scope and scale of 'avoidable' car kilometres across the region which can then be targeted through improved information, improvements to public transport and appropriate demand management measures.

SEA Objective 7 – Biodiversity, Geodiversity and Soil

5.1.9 The following proposed actions are predicted to have Major Positive (i.e. significant beneficial) effects on aspects of this SEA Objective:

■ *Shaping Development and Place*

- Policy - a) New developments should be located to (i) reduce the need to travel and (ii) minimise the use of unsustainable modes by the application of Transit Oriented Development (TOD), 20-minute neighbourhood and shared mobility concepts.
- Policy - e) Local authorities should engage early with SEStran on Local Development Plans and large scale development proposals to assist in the identification of suitable sustainable transport connections to support the development.
- Action - Partner Councils work with SEStran through the statutory planning processes to implement RTS policies with regards to major developments.

■ *Delivering Safe Active Travel*

- Policy - e) Roadspace for active travel should be prioritised in towns and cities in line with the sustainable travel hierarchy and this should be integrated into local strategies and policy documents.
- Action - Expand the provision of bike sharing initiatives across the region.

■ *Reallocating Roadspace on the Regional and Local Network*

- Policy - a) The RTS encourages the reallocation of roadspace away from general traffic to specific groups of road users including for public transport and active travel.
- Policy - b) The principles of the sustainable transport hierarchy should be applied to reprioritise the local and regional road network wherever possible.
- Action - Develop a framework and set of criteria to assist partners in identifying and delivering local and regional road space reallocation proposals. This should be undertaken in an inclusive way and in line with the National Transport Strategy's sustainable travel hierarchy.
- Action - In collaboration with bus operators, undertake analysis of regional and cross-boundary corridors where congestion is impacting on bus operations and identify locations where roadspace reallocation may be required.

- *Improving Integration Between Modes*
 - Policy - c) Park and ride provision should be enhanced where there is evidence of sufficient residential walk, cycle and drive-in catchment and where there is evidence of localised parking issues such as overspill and excessive parking which impact on local residential networks.
 - Policy - f) Opportunities should be sought to expand the provision of bike-buses across the region to facilitate more integrated journeys.
 - Policy g) Where practical opportunities should be sought to enable the secure carriage of bikes on trains.
 - Action - Identify locations where increased park and ride capacity may be required taking into account findings from recent SEStran and ScotRail park and ride studies.
 - Action - Work with partners to deliver more buses in the region with the facilities to carry bikes.
 - Action - Pursue improved provision of trains equipped with facilities for the safe carriage of bikes.

- *Decarbonising Transport*
 - Policy - a) The RTS seeks the implementation of measures which facilitate the decarbonisation of the vehicle fleet including cars, buses, vans, trains, ships and aircraft in line with national requirements.
 - Policy - b) The RTS recognises the risks associated with lower car running costs and supports measures (subject to equality impacts) to prevent renewed growth in private car travel, and to encourage the use of alternative modes in line with the NTS 2 sustainable travel hierarchy.
 - Policy - c) The RTS seeks the roll out of EV charging infrastructure to support decarbonisation of car-based travel.
 - Action - Pursue Scottish Government for effective national strategy / guidance / specifications on fleet decarbonisation and rollout of appropriate and future-proofed supporting infrastructure. This should include legislation to manage on-street charging provision and provision of chargers in new developments.
 - Action - Working with the private sector and partners to develop a regional electric vehicle investment and charging strategy, with associated technical guidance, including a spatial strategy across the area for long journey rapid charging facilities and for local area hub / community charging.
 - Action - Develop and coordinate a regional information strategy including messaging around the need to ensure EVs are not regarded as a green light to increased car use and the range of issues associated with this.

- *Working Towards Zero Road Deaths and Serious Injuries*
 - Policy - b) SEStran supports a national review of speed limits whilst also seeking local amendments to speed limits to improve safety where appropriate.

- Policy - c) In urban environments 20 mph zones, traffic calming and other road safety measures should be used to provide a safe environment for all users of the road network.
- Action - Identify collision cluster locations for the implementation of road safety schemes.
- Action – Undertake analysis to identify single carriageway routes with high proportions of HGVs and other large vehicles where the implementation of safe overtaking opportunities may be required to prevent frustration which can lead to unsafe overtaking manoeuvres.
- Action - Develop Route Action Plans for key rural corridors which require a coordinated approach to road safety along their route where there is greater scope for conflict between high speed through traffic and slow turning traffic.
- Action - Undertake analysis to identify single carriageway routes with high proportions of HGVs and other large vehicles where the implementation of safe overtaking opportunities may be required.
- Action - Pursue a national review of speed limits.
- Action - Identify locations where local speed limit amendments may be required to improve safety.
- *Reducing Car Kilometres*
 - Policy - a) The RTS seeks the implementation of low and zero emission zones where appropriate alternatives are provided and supports the delivery of the Edinburgh Low Emission Zone.
 - Policy - d) Ongoing expansion and upgrading of digital connectivity is supported to reduce the need to travel and enable the adoption of flexible and agile working patterns.
 - Action - Undertake further analysis to identify the scope and scale of ‘avoidable’ car kilometres across the region which can then be targeted through improved information, improvements to public transport and appropriate demand management measures.

SEA Objective 8 – Water, Flood Risk and Resilience

5.1.10 The following proposed actions are predicted to have Major Positive (i.e. significant beneficial) effects on aspects of this SEA Objective:

- *Decarbonising Transport*
 - Policy - a) The RTS seeks the implementation of measures which facilitate the decarbonisation of the vehicle fleet including cars, buses, vans, trains, ships and aircraft in line with national requirements.
 - Action - Pursue Scottish Government for effective national strategy / guidance / specifications on fleet decarbonisation and rollout of appropriate and future-proofed supporting infrastructure. This should include legislation to manage on-street charging provision and provision of chargers in new developments.

- *Facilitating Efficient Freight Movement and Passenger Travel*
 - Policy - b) The transport network should be robust and resilient to adapt to the impacts of climate change with suitable diversionary routes in place for instances when key primary routes are required to close temporarily.
 - Action - Work with partners to undertake analysis to identify locations most vulnerable to the impacts of climate change and where diversionary routes are least adequate and develop a set of interventions to improve the resiliency of the strategic transport network.
- *Reallocating Roadspace on the Regional and Local Network*
 - Policy - a) The RTS encourages the reallocation of roadspace away from general traffic to specific groups of road users including for public transport and active travel.
 - Action - Develop a framework and set of criteria to assist partners in identifying and delivering local and regional road space reallocation proposals. This should be undertaken in an inclusive way and in line with the National Transport Strategy's sustainable travel hierarchy.

SEA Objective 9 – Cultural Heritage

5.1.11 The following proposed actions are predicted to have Major Positive (i.e. significant beneficial) effects on aspects of this SEA Objective:

- *Delivering Safe Active Travel*
 - Policy - a) The RTS seeks the implementation of measures which improve facilities for those walking, wheeling or cycling.
 - Policy - e) Roadspace for active travel should be prioritised in towns and cities in line with the sustainable travel hierarchy and this should be integrated into local strategies and policy documents.
 - Action - Progress the delivery of the SEStran Strategic Network and broader cross boundary networks with partners. Develop further phases of this network to ensure a long-term pipeline of investment.
 - Action - Review destinations served by the active travel network to identify gaps and locations where cross boundary schemes may be required to ensure an integrated, high quality network exists.
- *Enhancing Access to Public Transport*
 - Policy - a) The public transport network should be physically accessible for all including vulnerable groups such as those with disabilities, mobility impairments and the elderly. This requires full compliance with the requirements of the Disability Discrimination Act.
 - Policy - b) Public transport information should be provided in a variety of formats to meet the specific needs of all users.
 - Policy - c) The public transport system should be affordable for all based on their ability to pay.
 - Action - Regional audit to identify stops, stations and interchanges which do not meet accessibility requirements and to develop a prioritised list of interventions.

- Action - Deliver improved public transport information in a variety of formats supported by appropriate wayfinding infrastructure on the transport network.
- Action - Resist pressures to increase public transport fares and explore opportunities to provide more affordable public transport for those least able to pay for it.
- Enhancing and Extending the Bus Service
 - Policy - a) Bus priority measures should be implemented to deliver a network of regional, cross boundary quality bus corridors that link up key urban centres building upon existing bus priority measures.
 - Policy - f) Service improvements should be implemented in locations identified as at most risk of a combination of transport poverty and deprivation.
 - Policy - g) Demand Responsive Transport should be implemented where traditional scheduled bus services are unfeasible particularly in rural and remote areas.
 - Action - Undertake a Regional Bus Connectivity study for non-Edinburgh travel to identify settlement pairs where travel demand is high and bus services are poor as a means to promoting new routes and connectivity (in partnership with other policies).
 - Action - Undertake a Regional Bus Priority study which will identify regional, cross boundary quality bus corridors and key bus priority interventions to reduce bus journey times and improve bus journey time reliability where Edinburgh is likely to be a focus.
 - Action - Work with partners to implement new direct and express services to link settlements across the region that require multiple interchanges or excessively long journey times.
- *Enhancing and Extending the Train Service*
 - Policy - a) Opportunities should be explored with partners to expand the rail network in the south-east of Scotland through new lines and stations where appropriate, cost effective and in line with strategy objectives.
 - Policy - b) The RTS supports the delivery of new stations at Reston, East Linton, Winchburgh and at Leven and Cameron Bridge as part of the delivery of Levenmouth rail link.
 - Policy - c) Opportunities should be explored with partners to introduce new services including more direct links across the region and enhanced cross city connections.
 - Action - Support / undertake appraisal and business case development for new rail infrastructure including lines, stations and services.
 - Action - Work with Transport Scotland and Network Rail to deliver new rail infrastructure in the region where appraisal and business case development has demonstrated its merits.
 - Action - Support Transport Scotland and the UK Government in the development of a business case for High Speed Rail serving south-east Scotland.
 - Action - Undertake appraisal and business case development for new light rail and tram links within the region.

- *Reallocating Roadspace on the Regional and Local Network*
 - Policy - a) The RTS encourages the reallocation of roadspace away from general traffic to specific groups of road users including for public transport and active travel.
 - Policy - d) SEStran will work with local authority partners to deliver locally and regionally significant roadspace reallocation initiatives.
 - Action - Develop a framework and set of criteria to assist partners in identifying and delivering local and regional road space reallocation proposals. This should be undertaken in an inclusive way and in line with the National Transport Strategy's sustainable travel hierarchy.
 - Action - In collaboration with bus operators, undertake analysis of regional and cross-boundary corridors where congestion is impacting on bus operations and identify locations where roadspace reallocation may be required.

- *Improving Integration Between Modes*
 - Policy - a) A network of integrated, multi-modal mobility hubs should be implemented across the region starting with the 8 pilot locations identified in the SEStran Mobility Hub study.
 - Policy - b) Local access to multi-modal mobility hubs should be facilitated by high quality active travel routes that enable safe walking, wheeling and cycling.
 - Policy - f) Opportunities should be sought to expand the provision of bike-buses across the region to facilitate more integrated journeys.
 - Policy - g) Where practical opportunities should be sought to enable the secure carriage of bikes on trains.
 - Action - Work with DRT and community transport operators to deliver more widespread and efficient usage of services in areas where traditional fixed-route bus services are inappropriate.
 - Action - Work with partners to deliver more buses in the region with the facilities to carry bikes.
 - Action - Pursue improved provision of trains equipped with facilities for the safe carriage of bikes.

- *Decarbonising Transport*
 - Policy - c) The RTS seeks the roll out of EV charging infrastructure to support decarbonisation of car-based travel.
 - Action - Working with the private sector and partners to develop a regional electric vehicle investment and charging strategy, with associated technical guidance, including a spatial strategy across the area for long journey rapid charging facilities and for local area hub / community charging.

- *Facilitating Efficient Freight Movement and Passenger Travel*
 - Action - Work with partners to identify locations where targeted infrastructure investment may be required and work to deliver it where appropriate.

- *Working Towards Zero Road Deaths and Serious Injuries*
 - Policy - a) The RTS supports the implementation of road safety schemes on the regional network targeted at locations of collision clusters and corridors where a consistent and comprehensive approach is required to safety along the entire route.
 - Action - Pursue a national review of speed limits.
 - Action - Develop Route Action Plans for key rural corridors which require a coordinated approach to road safety along their route where there is greater scope for conflict between high speed through traffic and slow turning traffic.
 - Action - Identify locations where local speed limit amendments may be required to improve safety.
- *Reducing Car Kilometres*
 - Policy - a) The RTS seeks the implementation of low and zero emission zones where appropriate alternatives are provided and supports the delivery of the Edinburgh Low Emission Zone.
 - Action - Undertake further analysis to identify the scope and scale of 'avoidable' car kilometres across the region which can then be targeted through improved information, improvements to public transport and appropriate demand management measures.

SEA Objective 10 – Landscape

5.1.12 The following proposed actions are predicted to have Major Positive (i.e. significant beneficial) effects on aspects of this SEA Objective:

- *Shaping Development and Place*
 - Policy - a) New developments should be located to (i) reduce the need to travel and (ii) minimise the use of unsustainable modes by the application of Transit Oriented Development (TOD), 20-minute neighbourhood and shared mobility concepts.
 - Policy - b) 20-minute neighbourhoods should be implemented in urban areas where active travel and shared mobility provision enable sustainable access to local services and amenities in a safe and sustainable manner.
 - Policy - c) New residential development should be located where connectivity by sustainable modes to existing and planned employment centres as well as key services is high.
 - Action - Partner Councils work with SEStran through the statutory planning processes to implement RTS policies with regards to major developments.
 - Action - Develop regional guidance around best practice on sustainable transport provision for new developments and local place
- *Delivering Safe Active Travel*
 - Policy - a) The RTS seeks the implementation of measures which improve facilities for those walking, wheeling or cycling.

- Policy - e) Roadspace for active travel should be prioritised in towns and cities in line with the sustainable travel hierarchy and this should be integrated into local strategies and policy documents.
- Action - Deliver road safety measures that enable people to safely use active travel within in the region.
- Action - Review destinations served by the active travel network to identify gaps and locations where cross boundary schemes may be required to ensure an integrated, high quality network exists.
- *Enhancing Access to Public Transport*
 - Policy - a) The public transport network should be physically accessible for all including vulnerable groups such as those with disabilities, mobility impairments and the elderly. This requires full compliance with the requirements of the Disability Discrimination Act.
 - Action - Regional audit to identify stops, stations and interchanges which do not meet accessibility requirements and to develop a prioritised list of interventions.
 - Action - Policy - Deliver improved public transport information in a variety of formats supported by appropriate wayfinding infrastructure on the transport network.
 - Action - Policy - Resist pressures to increase public transport fares and explore opportunities to provide more affordable public transport for those least able to pay for it.
- *Enhancing and Extending the Bus Service*
 - Policy - a) Bus priority measures should be implemented to deliver a network of regional, cross boundary quality bus corridors that link up key urban centres building upon existing bus priority measures.
 - Policy - b) The purpose of bus priority measures should be to provide journey times which are competitive with the car wherever possible.
 - Action - Undertake a Regional Bus Connectivity study for non-Edinburgh travel to identify settlement pairs where travel demand is high and bus services are poor as a means to promoting new routes and connectivity (in partnership with other policies).
 - Action - Undertake a Regional Bus Priority study which will identify regional, cross boundary quality bus corridors and key bus priority interventions to reduce bus journey times and improve bus journey time reliability where Edinburgh is likely to be a focus.
 - Action - Work with partners to implement new direct and express services to link settlements across the region that require multiple interchanges or excessively long journey times.
- *Enhancing and Extending the Train Service*
 - Policy - a) Opportunities should be explored with partners to expand the rail network in the south-east of Scotland through new lines and stations where appropriate, cost effective and in line with strategy objectives
 - Policy - c) Opportunities should be explored with partners to introduce new services including more direct links across the region and enhanced cross city connections.

- Action - Work with Transport Scotland and Network Rail to deliver new rail infrastructure in the region where appraisal and business case development has demonstrated its merits.
- *Reallocation of Roadspace on the Regional and Local Network*
 - Policy - a) The RTS encourages the reallocation of roadspace away from general traffic to specific groups of road users including for public transport and active travel.
 - Action - Develop a framework and set of criteria to assist partners in identifying and delivering local and regional road space reallocation proposals. This should be undertaken in an inclusive way and in line with the National Transport Strategy's sustainable travel hierarchy.
 - Action - In collaboration with bus operators, undertake analysis of regional and cross-boundary corridors where congestion is impacting on bus operations and identify locations where roadspace reallocation may be required.
- *Improving Integration Between Modes*
 - Policy - b) Local access to multi-modal mobility hubs should be facilitated by high quality active travel routes that enable safe walking, wheeling and cycling.
 - Policy - c) Park and ride provision should be enhanced where there is evidence of sufficient residential walk, cycle and drive-in catchment and where there is evidence of localised parking issues such as overspill and excessive parking which impact on local residential networks.
- *Decarbonising Transport*
 - Policy - a) The RTS seeks the implementation of measures which facilitate the decarbonisation of the vehicle fleet including cars, buses, vans, trains, ships and aircraft in line with national requirements.
 - Policy - c) The RTS seeks the roll out of EV charging infrastructure to support decarbonisation of car-based travel.
 - Action - Pursue Scottish Government for effective national strategy / guidance / specifications on fleet decarbonisation and rollout of appropriate and future-proofed supporting infrastructure. This should include legislation to manage on-street charging provision and provision of chargers in new developments.
 - Action - Working with the private sector and partners to develop a regional electric vehicle investment and charging strategy, with associated technical guidance, including a spatial strategy across the area for long journey rapid charging facilities and for local area hub / community charging.
- *Facilitating Efficient Freight Movement and Passenger Travel*
 - Policy a) The RTS supports targeted infrastructure investment, including new road links or increased road and junction capacity; only in line with the Transport Scotland sustainable travel and investment hierarchies and when all other avenues are exhausted; where significant sustainable travel and investment hierarchies and when all other avenues are exhausted; where significant economic opportunities would otherwise not be realized or are being severely impacted under the status quo; where bus priority and/or active travel is integral where appropriate.

- Policy - c) Micro-consolidation centres should be implemented in conjunction with multi-modal mobility hubs and supported by sustainable last mile logistics including cycle logistics and electric vans.
- Action - Work with partners to identify locations where targeted infrastructure investment may be required and work to deliver it where appropriate.
- Action - Work with partners to undertake analysis to identify locations most vulnerable to the impacts of climate change and where diversionary routes are least adequate and develop a set of interventions to improve the resiliency of the strategic transport network.
- *Working Towards Zero Road Deaths and Serious Injuries*
 - Policy - b) SEStran supports a national review of speed limits whilst also seeking local amendments to speed limits to improve safety where appropriate.
 - Policy - c) In urban environments 20 mph zones, traffic calming and other road safety measures should be used to provide a safe environment for all users of the road network.
 - Action - Pursue a national review of speed limits.
 - Action - Identify locations where local speed limit amendments may be required to improve safety.
- *Reducing Avoidable Car Kilometres*
 - Policy - a) The RTS seeks the implementation of low and zero emission zones where appropriate alternatives are provided and supports the delivery of the Edinburgh Low Emission Zone.
 - Action - Undertake further analysis to identify the scope and scale of 'avoidable' car kilometres across the region which can then be targeted through improved information, improvements to public transport and appropriate demand management measures.
 - Action - Research demand management measures which may be appropriate for the region including parking management and charges, reduced parking provision, improved enforcement of parking regulations, Workplace Parking Levies as well as congestion and road user charging.

5.2 SEA of RTS Transport Corridors

- 5.2.1 The Draft RTS identifies 18 Transport Corridors relating to the largest and most important movements of people and freight across the SEStran region. Building on the 'Initial Options Generation Matrix' set out within the RTS Case for Change Report, a dedicated spatial chapter of the RTS outlines high-level options to enhance connectivity and accessibility within and between the identified corridors. A set of high-level environmental commentaries for each of the RTS Transport Corridors is provided in **Appendix F** of the ER.
- 5.2.2 Whilst it has not been possible to assess individual transport interventions at this stage, to inform the future development of interventions the key environmental constraints and sensitivities of each Transport Corridor has been identified through this SEA, as detailed in **Appendix F** of the ER. To ensure the avoidance of likely significant adverse effects and allow transport interventions to contribute positively to the implementation of the SEStran RTS SEA Framework, identified environmental sensitivities will need to be taken account of in the design, planning, construction and implementation of relevant transport interventions.

6 Further Enhancement and Mitigation Measures

6.1 Overview

- 6.1.1 The settled draft version of the Draft RTS was provided to Stantec UK in October 2021 to allow a formal SEA of its substantive content to be undertaken. The SEA was then undertaken on a pre-mitigation basis (but taking account of all pre-assessment recommendations already incorporated into the Draft RTS). This allowed any remaining ambiguities and other weaknesses to be identified and appropriate mitigation and enhancement recommendations to be devised by the SEA project team.
- 6.1.2 In the absence of any Major Negative (likely significant adverse) effects being predicted through the assessment presented in **Section 6** and **Appendix E** of the full ER, no further changes to the Draft RTS were recommended or considered necessary prior to the finalisation of the Draft RTS for consultation.
- 6.1.3 To maximise clarity, effectiveness and integration with other plans, as ‘further’ mitigation, it is recommended that the implications of Draft National Planning Framework 4 (NPF4) once published (anticipated to occur during the consultation on the Draft RTS, the ER and this NTS) are considered. NPF4 will set out a new plan for Scotland to 2050 and any projects that emerge from the RTS will need to be delivered in line with NPF4. When the final RTS is being prepared the content of NPF4 will be known and should be considered when finalising the RTS. Any additional actions or other changes that could maximise the success and effectiveness of the RTS in line with NPF4 should be identified.

7 Conclusion

7.1 Summary of Environmental Report

- 7.1.1 This Non-Technical Summary (NTS) of the Strategic Environmental Assessment (SEA) Environmental Report (ER) has provided a summary of the findings of a SEA carried out in respect of the Draft SEStran RTS.

7.2 Next Stages of the Draft RTS Preparation and SEA

- 7.2.1 This NTS and the SEA ER will be consulted on in tandem with the Draft RTS. All representation received regarding both documents will then be analysed by SEStran officers and the independent SEA project team to determine whether:

- Major 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 necessary).

- 7.2.2 The Scottish Ministers will then review the finalised RTS and determine whether it can be approved with or without any further modifications. At this time, a SEA Post Adoption Statement will be prepared to explain how the SEA process has closely informed the development of the finalised RTS and to provide an appropriate monitoring framework.

7.3 Monitoring

- 7.3.1 The 2005 Act requires SEA Environmental Reports to provide a “*description of the measures envisaged concerning monitoring*” after the adoption of a plan or programme which is subject to SEA. To comply with these a SEA Monitoring Framework will be developed following consultation on the Draft RTS. This will be used as the main tool to monitor and review the implementation of the RTS and the associated environmental effects. It will also identify and monitor the actions required by multiple stakeholders to deliver the policies and actions set out within the RTS.

- 7.3.2 For a successful monitoring framework, SEStran must ensure that selected indicators are specific, manageable and targeted towards measuring the implementation of the RTS. This should be reviewed on a regular basis in terms of progress in achieving the RTS Objectives and the effectiveness of policies. It is recommended that the SEStran RTS Monitoring Framework should be based around the SEA Objectives and the associated indicators and targets detailed within the SEStran RTS SEA Framework (**Appendix A**).

- 7.3.3 In addition to monitoring RTS delivery, to comply with statutory SEA requirements the SEStran RTS Monitoring Framework will also need to specifically include mechanisms to monitor the likely significant effects on the environment of the RTS as predicted through this SEA process. In addition, the Monitoring Framework should include mechanisms to assess whether all RTS policies are being implemented as intended and with no unforeseen adverse consequences. To inform future RTS reviews it would also be prudent to monitor whether the policies remain in conformity with any updates to national transport and land use planning policies.

- 7.3.4 The final suite of metrics and mechanisms included within the SEStran RTS Monitoring Framework to monitor the likely significant effects on the environment of the RTS as predicted through this SEA process will be confirmed within the SEStran RTS SEA Post Adoption Statement.

Appendix A SEA Framework

Table A.1: SEStran RTS SEA Framework

SEA Objectives	Guide Questions: <i>Will the RTS (component)...</i>	Criteria to Assess Candidate Transport Options
<p>1. Climate Change: Respond to the climate emergency by decarbonising infrastructure, facilitating a low carbon economy and adapting to accommodate the effects of climate change.</p>	<ul style="list-style-type: none"> • Contribute to decarbonisation of the transport system? • Promote modal shift towards sustainable and active travel? • Support a sustainable pattern of development which minimises energy consumption and GHG emissions? • Reduce reliance on car travel? • Promote the use of clean fuels and technologies? • Enhance the resilience of infrastructure to adverse weather and the effects of climate change? 	<ul style="list-style-type: none"> • Support a sustainable pattern of development that facilitates achieving carbon neutrality. • Impacts on climate change mitigation: modal shifts and GHG emissions or saving (construction and operational phases) • Resilience to adverse weather and the effects of climate change.
<p>2. Air Quality and Amenity: Tackle poor air quality, reduce concentrations of harmful atmospheric pollutants and minimise exposure to noise and vibration.</p>	<ul style="list-style-type: none"> • Maintain or enhance air quality? • Decrease noise and vibration levels at sensitive locations? • Reduce exposure to poor air quality? • Prevent and reduce emissions of harmful pollutants? 	<ul style="list-style-type: none"> • Proximity to and impacts on existing Air Quality Management Areas (AQMA). • Proximity to congestion pinch points. • Likely operational emissions.
<p>3. Biodiversity, Geodiversity and Soil: Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and soil resources and by protecting green infrastructure.</p>	<ul style="list-style-type: none"> • Ensure appropriate safeguards for the integrity, conservation objectives and feature of sites designated at international, national or local levels for reasons of biodiversity or geodiversity value or species protection? • Support the protection and enhancement of valued species and habitats? • Support safeguarding against habitat loss or fragmentation? • Support the protection and enhancement of protected trees and important woodland areas? 	<ul style="list-style-type: none"> • Proximity to and impacts on sites designated at international, national and local levels for reasons of biodiversity conservation, ecological importance or geological importance (i.e. effects on integrity, objectives and features). • Proximity to and impacts on designated woodlands, important trees or hedgerows and other valued habitats. • Potential impacts on protected species.

SEA Objectives	Guide Questions: <i>Will the RTS (component)...</i>	Criteria to Assess Candidate Transport Options
	<ul style="list-style-type: none"> Protect and enhance important soil resources? 	
<p>4. Water, Flood Risk and Resilience: Conserve, protect and enhance water environments, water quality and water resources, whilst adapting to climate change and reducing flood risks.</p>	<ul style="list-style-type: none"> Avoid deterioration and enhance the overall, ecological and chemical classification of water bodies and the water environment in accordance with the Water Framework Directive? Affect the volume of surface water runoff into or abstraction from water bodies? Minimise the risk of flooding to people, property, infrastructure and environmental assets? Manage residual flood risks appropriately and avoid new flood risks? Seek to minimise new development in areas prone to flood risk or mitigate the potential for such risk? 	<ul style="list-style-type: none"> Proximity to Flood Risk Zones. Proximity to and impacts on the WFD status of waterbodies and aquifers. Resilience to flood risk.
<p>5. Cultural Heritage: Conserve, protect and enhance all aspects of the historic environment, including archaeological sites and cultural assets.</p>	<ul style="list-style-type: none"> Conserve, protect and enhance the integrity, character and setting of heritage assets? Preserve important archaeological sites and protect potential unknown archaeological resources? Protect, promote, and where appropriate, enhance the historic environment? 	<ul style="list-style-type: none"> Potential effects on designated or undesignated heritage assets or their settings.
<p>6. Landscape: Protect and enhance the landscape character, townscape character and visual amenity.</p>	<ul style="list-style-type: none"> Protect and enhance landscape character? Safeguard important landscape and townscape features? Protect visual amenity and valued views? Prevent urban sprawl? Maintain and enhance the attractiveness of the public realm? 	<ul style="list-style-type: none"> Proximity to and impacts on designated landscapes. Impacts on visual amenity and key views. Impacts on settlement integration or coalescence.

SEA Objectives	Guide Questions: <i>Will the RTS (component)...</i>	Criteria to Assess Candidate Transport Options
<p>7. Accessibility: Ensure appropriate and affordable access for all to facilities, services, employment, economic opportunities and social activities.</p>	<ul style="list-style-type: none"> • Implement the NTS2 Sustainable Travel Hierarchy across the SEStran region? • Improve physical access to employment for all? • Reduce the need to travel? • Increase the accessibility of public services, economic opportunities and markets? • Improve the accessibility and integration of the transport network? • Improve the accessibility of education infrastructure, in particular by active travel and public transport? • Enhance access to active travel routes? • Reduce congestion and allow for greater journey time reliability? • Help reduce severance effects of the transport network? 	<ul style="list-style-type: none"> • Directing high footfall development to highly accessible locations. • Proximity to and impacts on the public transport network. • Proximity to the strategic road network (motorways and trunk roads). • Proximity to and impacts on identified congestion pinch points. • Proximity to and impacts on the accessibility of community facilities, public services and key amenities. • Proximity to and impacts on the accessibility of education infrastructure.
<p>8. Inclusive Growth: Improve social and economic prosperity for all by enhancing productivity and competitiveness and through reducing societal inequalities.</p>	<ul style="list-style-type: none"> • Support better integration of land-use/spatial planning, transport planning and economic development decisions? • Help to integrate labour and housing markets to meet identified population needs in a sustainable manner? • Support the delivery of existing and emerging spatial strategies at national, regional and local levels? • Promote the co-location of synergistic economic activities and land uses? • Support efficient freight movement? • Support increased and diversified employment opportunities? • Address transport needs resulting from existing and changing demographic characteristics? 	<ul style="list-style-type: none"> • Economic development, employment benefits and social value unlocked by the intervention. • Ability to help reduce identified inequalities (as assessed through separate reporting). • Support the creation of safe and attractive public realm. • Contribution to area-based regeneration and socio-economic renewal. • Impacts on transport efficiency. • Impacts on freight movement. • Proximity to and impacts on key employment locations (existing and planned).

SEA Objectives	Guide Questions: <i>Will the RTS (component)...</i>	Criteria to Assess Candidate Transport Options
	<ul style="list-style-type: none"> • Address transport needs resulting from existing and changing socio-economic characteristics? • Support the implementation of relevant equalities duties, as assessed through separate reporting? 	
<p>9. Health: Improve the health of the resident and workplace population, including with respect to physical and mental health and social wellbeing.</p>	<ul style="list-style-type: none"> • Facilitate and encourage use of public transport and active travel? • Improve access to recreational opportunities and facilities? • Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? • Reduce the likelihood of transport-related road accidents and casualties? • Improve access to healthcare facilities? • Safeguard sensitive environmental receptors to maintain and enhance human health? 	<ul style="list-style-type: none"> • Proximity to and impacts on access to healthcare facilities. • Proximity to and impacts on active travel networks. • Proximity to and impacts on open space provision and accessibility.
<p>10. Material Assets: Manage, maintain and where possible improve the efficient and effective use of natural resources, land and infrastructure to meet identified needs.</p>	<ul style="list-style-type: none"> • Implement the NTS2 Sustainable Investment Hierarchy across the SEStran region? • Unlock the delivery of housing to meet identified needs? • Prioritise the re-development of previously developed land? • Support the provision of adequate infrastructure, services and facilities to meet identified needs? 	<ul style="list-style-type: none"> • Alignment with or ability to support land-use/spatial planning and economic development decisions. • Proximity to and impacts on the delivery of major development allocations and committed developments. • Facilitate the redevelopment of previously developed land. • Proximity to and impacts on vacant and derelict land (VDL). • Impacts on best and more versatile agricultural land. • Impacts on natural resources, including the extraction of mineral resources.