

Strategic Transport Projects Review
Post Adoption Statement



October 2009



Post Adoption Statement

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1 Introduction

1.1 Background

Transport Scotland is undertaking the Strategic Transport Projects Review (STPR) to identify interventions that will make a significant contribution to the delivery of the Scottish Government's Purpose and the National Transport Strategy for the period beyond our current investment programme. The Government's Economic Strategy states that the overarching Purpose of the Scottish Government and the public sector generally is *"to create a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth"*.

1.2 Strategic Environmental Assessment of the STPR

The STPR has been subject to a Strategic Environmental Assessment (SEA), as required under the Environmental Assessment (Scotland) Act 2005, also known as the 'SEA Act'. This SEA has included the following activities:

- Consideration of the views of the Scottish Environment Protection Agency (SEPA), Scottish Natural Heritage (SNH), the Scottish Ministers (Historic Scotland) and Health Scotland regarding the scope and level of detail that was considered appropriate for the Environmental Report (ER);
- The definition of a methodology allowing an ER to be developed addressing 20 transport corridors and 6 nodes or networks on a national scale, defined under STPR, across a common set of appraisal criteria and to a common standard;
- Preparation of a draft ER on the likely significant effects on the environment, of the STPR, which included;
 - identification and consideration of the baseline data relating to the current state of the environment over most of the Trunk Road and rail networks;
 - Links between the STPR and other relevant strategies, policies, plans, programmes and environmental protection objectives;
 - Reviewing the STPR's objectives to improve their consideration of, and focus on, environmental issues;
 - Existing environmental problems in the area likely to be affected by interventions;
 - The STPR's likely significant effects on the environment (positive, neutral and negative);
 - Measures envisaged for the prevention, reduction and offsetting of any significant adverse effects;
 - An outline of the reasons for selecting the alternatives chosen; and

- Monitoring measures to ensure that any unforeseen environmental effects will be identified, so allowing for appropriate remedial action to be taken.
- Consultation and discussion on the ER and STPR;
- Consideration of the ER and consultation responses in making decisions regarding the STPR recommendations; and
- Preparation of a programme to monitor the significant environmental effects of the implementation of the STPR. This also aims to identify unforeseen adverse significant environmental effects and enable appropriate remedial action to be taken.

1.3 The Post - Adoption Statement

This Post Adoption Statement has been prepared for the STPR by Transport Scotland in line with the various requirements of the Environmental Assessment (Scotland) Act 2005. Part 3, subsection 18 of the SEA Act requires a statement to be produced following the adoption of the plan. It states that this should include the following information:

- How environmental considerations have been integrated into the plan or programme (Chapter 2);
- How the environmental report has been taken into account (Chapter 2);
- How the opinions expressed in response to the invitations mentioned in section 16 have been taken into account (Chapter 3);
- How the results of relevant consultation under regulation 14 of the Environmental Assessment of Plans and Programmes Regulations 2004 (S.I.2004/1633) have been taken into account, (Annex 1);
- The reasons for choosing the plan or programme in the light of the other reasonable alternatives considered (Chapter 4); and
- The measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme (Chapter 6).

The purpose of this Post-Adoption SEA Statement is to meet the above requirements of the SEA legislation. To demonstrate these legislative requirements have been met, each of the above points is referred to directly in the chapters indicated.

In addition to these requirements, Chapter 5 outlines the mitigation proposals proposed for interventions in the STPR.

1.4 Key Facts

The key facts relating to the STPR are set out in Table 1.1 below:

Table 1.1 Key Facts

Key Fact	Detail
Responsible Authority	Transport Scotland
Title	Strategic Transport Projects Review (STPR)
Subject	Transport
Requirement	<p>The STPR sets out investment priorities for the trunk road and rail networks for the period beyond the current investment programme. It builds on ongoing programmes of work and spending reviews and supports the delivery of the Scottish Government's Purpose, the National Transport Strategy and the National Planning Framework.</p> <p>The importance of the STPR makes it appropriate for its impacts on the local environment to be subject to a SEA which considers the strategic alternatives available to Scottish Ministers.</p>
Period covered	Planning, design, construction and operation.
Frequency of updates	To be confirmed
Area covered	All of mainland Scotland
Purpose	To establish, at a strategic level, the likely environmental impacts the options proposed in STPR may cause and define mitigation and monitoring regimes to reduce, eliminate or monitor these impacts.
Contact	Stuart Wilson Transport Scotland Strategy and Investment Directorate 6th Floor, Buchanan House 58 Port Dundas Road Glasgow G4 0HF

2 Addressing Environmental Considerations in STPR

2.1 Introduction

The purpose of this section of the Post-Adoption SEA Statement is to address the following requirements of the SEA Act:

- How environmental considerations have been integrated into the STPR; and;
- How the results of the Environmental Report and wider discussions have been taken into account.

2.2 The Appraisal Process for STPR

The STPR was conducted using Scottish Transport Appraisal Guidance (STAG) methodologies. The approach set out in the SEA environmental assessment was carried out throughout, and in parallel with, the STAG process mirroring the treatment of issues such as feasibility, affordability, and public acceptability, in addition to the specific topics identified under the SEA legislation.

STAG is an issues driven, objective focused, evidence led appraisal, which sets out an iterative process of analysis to progressively assess which of various interventions are most effective in meeting a defined set of objectives. For the STPR, issues and objectives were identified through STPR Reports 1 and 2. Interventions were generated, sifted and appraised in Report 3. The interventions themselves were generated from a variety of sources, including the emerging Regional Transport Strategies, other strategies and workshops.

The future performance of transport infrastructure elements that could be modelled was assessed using the Transport Model for Scotland (TMfS).

For the SEA, modelled traffic data was used for air quality, noise and CO₂ assessments, alongside qualitative data. For those elements for which modelling was less appropriate, bespoke means were adopted to assess performance. All proposals were assessed against the three key strategic outcomes in the National Transport Strategy which seek to:

- Improve journey times and connections, to tackle congestion and the lack of integration and connections in transport;
- Reduce emissions, to tackle the issues of climate change, air quality and health improvement; and
- Improve quality, accessibility and affordability, to give people a choice of public transport, where availability means better quality transport services and value for money or an alternative to the car.

2.3 SEA methodology

Due to the high-level nature of the STPR, the SEA was conducted on methods based on the Analytical Strategic Environmental Assessment (ANSEA) framework, as devised under the 5th Framework Research Programme of the European Union.

The ANSEA framework was conceived specifically for strategic high level SEAs, such as the STPR, as opposed to plan level SEAs. This approach provided a credible method for fully integrating the SEA within the STPR framework by focusing on the types of decisions made throughout the evolution of the strategy rather than a descriptive end point. It also provided a consistent framework for assessing potentially contrasting issues at different spatial scales and tiers of the decision making process. This was important as it was recognised from the outset that the STPR could give rise to interventions of different types on varying scales and across a diverse geographical area.

Additionally the SEA also recognised the guidance provided in the following documents:

- Scottish Government (2006) 'Strategic Environmental Assessment Tool Kit' (and Templates);
- Scottish Government (2003) 'Scottish Transport Appraisal Guidance' ; (and the updated version by The Scottish Government (2008));
- ODPM (2005) 'A Practical Guide to the Strategic Environmental Assessment Directive; and,
- Department of Health (2007) 'Draft Guidance on Health in Strategic Environmental Assessment'.

The SEA assessed the potential environmental effects of decisions made in developing the STPR, to give advice on how to offset, minimise and avoid potential adverse effects and enhance beneficial effects.

This was complemented by the parallel production of the environmental baseline, which was informed by (and informed the process) of identifying the existing and potential performance of the Scottish Transport network, which was categorised into 20 corridors, four urban networks (Glasgow, Edinburgh, Dundee and Aberdeen), and two strategic nodes (Perth and Inverness).

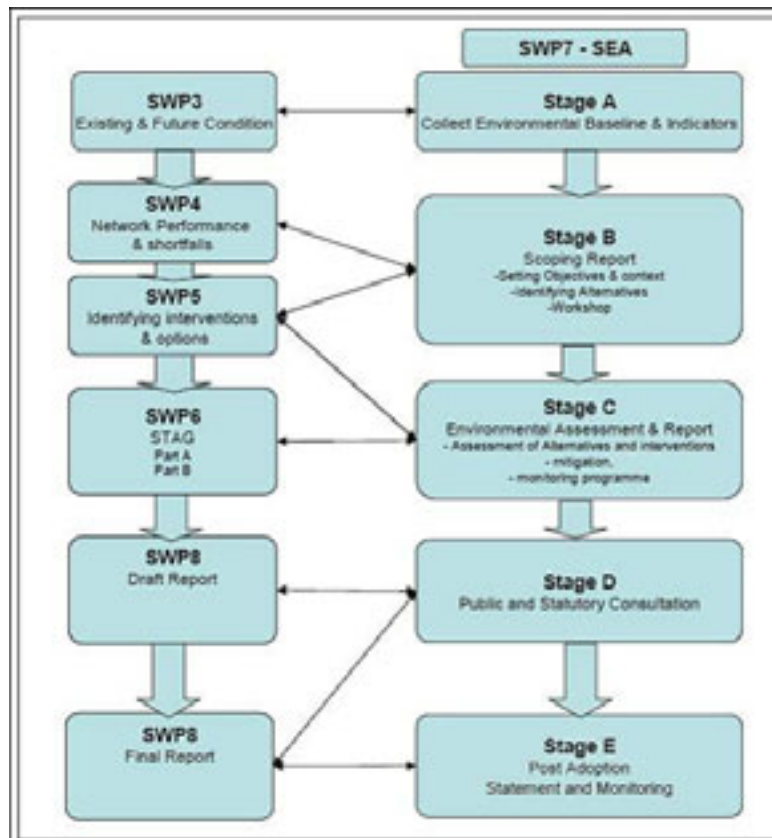
The environmental baseline was developed for each of the transport corridors and then used to inform the assessment of their environmental performance. The baseline exercise also utilised the TMfS to describe the potential future effects of the transport network on transport generated noise, CO₂e emissions and air quality aspects of the environment.

The study area for the environmental baseline was based on a 15 km buffer zone around each of the STPR corridors. This was agreed with the scoping authorities and was done to ensure all potential environmental effects could be accounted for. The environmental baseline information for each of the four urban networks and two strategic nodes is also contained in the appropriate SEA Transport corridors.

2.4 How Environmental Considerations have been Integrated into STPR

Environmental considerations have been highlighted throughout the STPR and integrated into its development and conduct. This was recognised during the inception of STPR in mid 2006. The initial brief and proposed methodology both recognised the need to undertake SEA in tandem with the other technical elements of STPR. The diagram below illustrates the relationship between the SEA and STPR and clearly highlights the cross connectivity and processes of informing and influencing that occurred between the two.

Figure 2.1 Process relationship between SEA and STPR



The “SWP” designation in Figure 2.1 relates to the **Strategic Work Packages** of the STPR. For management purposes, the conduct of the STPR was split into work packages, the outputs of which are presented in the published STPR Reports. SWP 3 equates to Report 1, SWP4 to Report 2, SWP 5 and 6 are combined in Report 3 and SWP8 is presented in Report 4. SWP7 covered the Environmental Report and Appropriate Assessment.

The SEA was undertaken through a number of clearly defined steps. These comprise:

- **Scoping Report** – The scope and level of detail of the Environmental Report is informed through the publication of a Scoping Report and consultation processes involving stakeholders and other interested parties including statutory consultees: Scottish Natural Heritage (SNH), Historic Scotland (HS) and the Scottish Environmental Protection Agency (SEPA). For the purposes of the STPR SEA, Health Scotland was treated as a statutory consultee.

- **Environmental Report** – An Environmental Report is published which describes the likely significant, strategic environmental effects of implementing the STPR. This is also subject to a period of publicity and consultation. The statutory consultees are amongst those invited to comment upon the Report and its findings.
- **Post Adoption Statement** – An Adoption Statement is published which explains how the results of the environmental assessment of the SEA and consultation processes have been taken into account in determining the final list of candidate STPR interventions. The Statement also describes methods for monitoring the significant, strategic environmental effects of implementing the candidate STPR interventions to enable Transport Scotland to identify any unforeseen adverse effects at an early stage and undertake appropriate remedial action as well as monitoring the effectiveness of mitigation measures.

Throughout their development, the STPR and the SEA were also supported by joint working and progress meetings cross checking the development of each and ensuring that SEA properly influenced the STPR's development. The process of running the STPR and SEA in parallel ensured that STPR was effectively shaped by consideration of environmental considerations from the outset and throughout its development. In addition, the SEA scoping report was circulated to the statutory consultees and fed directly into the STAG appraisal underlying STPR.

In addition to the conduct of the SEA, an Appropriate Assessment was completed for the 29 interventions of Appendix D and the 17 interventions of Appendix E in the STPR. This was undertaken to meet the requirements of the Habitats Directive and involved the consideration of the possible impacts, at a strategic level, on designated sites.

The Appropriate Assessment helped to support the SEA and STPR by clarifying the likely approach to be taken in delivering some of the STPR interventions and establishing, at a strategic level, that those recommended in STPR could be delivered without adversely impacting designated sites.

As illustrated in Figure 2.1, an initial environmental assessment was conducted on the interventions carried forwards in the STPR throughout the initial option development and sifting stages. This initial environmental assessment was carried out to inform the STPR STAG appraisal which is detailed in STPR Report 3.

2.5 **How the results of the Environmental Report have been taken into account**

The Environmental Report has been taken into account throughout the development of STPR. Its development was an integral part of the STPR as a whole and the interaction between the ER and STAG process underlying STPR has brought considerable added value to both.

The success of this process in affecting the outcomes of the STPR can be illustrated by the following examples;

- The STPR's key strategic objectives were subjected to a sustainability appraisal, which resulted in, amongst other things, a revision of the reduced emissions objective to tie it more effectively into future developments of the appraisal process. This involved a shift from CO₂ to CO₂e appraisal.

- The SEA defined specific objectives and indicators to test the STPR, providing a cross check on the compatibility of the STPR with environmental objectives. The performance of the proposed interventions was tested throughout the SEA/ STPR process and fed into the development and appraisal of interventions. This ensured the STPR was subject to environmental scrutiny from the earliest points of its development.
- The assessment of interventions in STPR was supported and influenced by an implementability assessment, conducted to establish whether potential interventions raised issues of regulatory compliance in relation to environmental constraints, such as effects on the integrity of internationally designated sites, potential to moderate impact on water quality, scheduled monuments or air quality.
- The first stage environmental assessment of potential interventions was conducted on all candidate D and E interventions, which identified the potential high level environmental effect that may result from the intervention and therefore its desirability from a purely environmental perspective.
- The second phase of the SEA assessment used a 7 point scale to mirror the wider STAG assessment used in STPR. This allowed a common consideration of likely impacts. This consideration was, again, informed by the processes being undertaken as part of developing the Environmental Report.
- The SEA makes clear the need for monitoring and evaluation of the future development and delivery of STPR. This will be a central component of STPR from now on and, framed under environmental legislation, is likely to be a one of the most critical factors affecting the development of interventions.
- Further work is being carried forward on some of the STPR interventions, particularly those of a larger scale for which detail has not been defined. This work is being undertaken to ensure that the principles established at this early stage in the SEA are carried into the more detailed development of these interventions.

It is also important to note that the Environmental Report continues to be taken into account. An addendum to the Environmental Report is being published in support of this Post Adoption Statement. The addendum addresses technical and factual points raised in the consultation and other points of refinement. The consultation responses in Chapter 3 are referenced in the addendum where appropriate.

The monitoring and mitigation proposals included in this Post Adoption Statement will be carried forward into the design development and, subsequently, into the delivery of the STPR interventions themselves.

3 Taking Account of Consultation Responses

3.1 Consultation Background

Consultation was undertaken between 10th December 2008 and the 13th February 2009. Public notices were placed in the Herald, Scotsman, Press and Journal and Inverness Courier newspapers in addition to the Edinburgh Gazette.

The consultation information was also placed on the Scottish Government and Transport Scotland websites. The volume of published material was such that the documents were primarily web enabled. It was neither practical nor desirable to publish large volumes of the STPR documents, which totalled over 3,700 pages. A summary leaflet was available and a dedicated mailbox and phone service were established to address queries.

This allowed the public and the Consultation Authorities (SNH, SEPA, Historic Scotland and Health Scotland) an opportunity to comment and inform the development and finalisation of the STPR. Comments were received from the Consultation Authorities, the general public, regional transport partnerships, local authorities and other agencies. In total, 55 consultation responses were received. These are summarised later in this section. Annex 2 summarises the consultees.

3.2 Consultation Requirements

The SEA Act places the following requirements on the conduct of the SEA and content and process of adoption. The Post-Adoption SEA Statement must, consequently highlight:

- How the opinions expressed in response to the invitations mentioned in section 16 of the SEA Act have been taken into account; and
- How the results of any relevant consultation under regulation 14 of the Environmental Assessment of Plans and Programmes Regulations 2004 (S.I.2004/1633) have been taken into account. It should be noted that no transboundary consultation was necessary as part of STPR.

3.3 Summary of Consultation Responses

Responses received comprised comments that can be addressed within this Post-Adoption Statement, observations regarding the contents of the Environmental Report and comments impacting on the content and presentation of the recommendations of the STPR itself.

There were 55 responses in all, including one from each of the three general statutory consultation authorities (SEPA, SNH and Historic Scotland) and the additional statutory consultee, Health Scotland.

Whilst each raised a number of points which require responses, the consultation authorities felt that the SEA was comprehensive and generally fit for the purpose of informing the STPR. Concerns were raised over the role it plays, however, in supporting greenhouse gas emissions.

Other respondents, conversely, expressed concerns that the SEA process had not adequately influenced the STPR, either in terms of its role in selecting interventions, or in terms of the outcome of the assessment for individual interventions.

Some felt that the inclusion of interventions in the STPR recommendations that had been appraised as having negative environmental impacts illustrated a failing in the process. This was raised particularly in terms of some of the roads proposals emerging from STPR. Others highlighted concern that it had not been practicable to assess all of the likely impacts of proposals and, consequently, the individual and cumulative appraisals were inadequate to properly inform the assessment process.

A number of comments were received about climate change and greenhouse gas emissions. Typically, these expressed concern about the stated impact of the STPR proposals, either individually or in combination, on greenhouse gas emissions. In detail, some responses felt that the emissions outcomes highlighted did not support the Government's wider targets for climate change.

Approximately half of the consultation responses received were made in relation to the STPR intervention highlighting a proposal for a northern bypass of Dundee. All of these responses expressed a high degree of concern over this proposal and the vast majority specifically requested that it be removed from the STPR recommendations. A response to these comments is presented at the end of table 3.1.

3.4 Addressing Consultation Responses

The consultation responses are summarised in Tables 3.1 and 3.2. Table 3.1 offers responses to those comments which were received from a number of respondents and which might be grouped and responded to collectively without diminishing the relevance of the response to the comment. The table summarises the key consultees who expressed comments combined into the themes shown.

Table 3.2 shows how the remaining comments have been addressed. Typically, these are comments on specific topics that cannot be grouped. Table 3.2 also identifies the originating correspondent. It should be noted that responses have been summarised, although the key points raised have been retained.

The responses reflected in Tables 3.1 and 3.2 do not include general queries or points of clarification that did not originate directly from the consultation process. Many queries have been received as part of general correspondence or through meetings, conferences and other engagements. These have been answered separately and will continue to be so.

Table 3.1 Taking Account of Themed Consultation Responses

Theme of Consultation Response	How Consultation Response has been Addressed	Consultees making point include
<p><u>Climate Change</u> A number of correspondents felt that the STPR did not adequately support the wider reduction in Greenhouse gas emissions set out in the Climate Change Bill.</p> <p>Comments typically fell into the following categories;</p> <p>Modest performance overall in contributing to climate change goals; concern expressed that the carbon impacts of the STPR are not clearly defined and may have been underestimated and an expectation of clear statements about the expected carbon impacts of the [roads] proposals in the STPR and clarification about how these will be addressed. Concern that the cumulative effects of CO₂ increases are ignored in the case of climate change.</p> <p>Lack of effective interlink between SEA process, its recommendations and the STPR outcomes; Concern that the SEA process appears to have had no overall impact on the content of STPR. Concern that the STPR does not propose interventions which will contribute to a reduction in Greenhouse gasses.</p> <p>Resilience of interventions in terms of future climate change impacts. Increased flooding, coastal erosion and landslides are all predicted under the climate change scenarios for Scotland and these could all affect Scotland’s transport networks. Projects that are going forward should be tested in terms of their resilience to climate change.</p>	<p>The method for estimating climate change impacts is described on page 69 of the environmental report.</p> <p>Assumptions used in estimating CO₂ output employed a worse case scenario in each case. For instance, rail interventions are assumed to use diesel rolling stock unless the intervention specifically proposes electrification and no allowance is made for the generation and use of electrical power using renewable sources.</p> <p>As the network is progressively electrified, therefore, the local or regional impacts arising from diesel emissions on specific routes would typically reduce.</p> <p>The use of renewable generation sources would, in addition, lock in benefits at a national level. This would further reduce carbon emissions markedly from that suggested in STPR.</p> <p>The approach to the SEA followed follows guidance within Volume 11 of DMRB. These assessments produced logical results and have been grouped into bands. The banding system presented in Table 3.5 of the ER was applied when estimating significance of transport interventions in terms of increasing CO₂e outputs. In practice no significance ratings greater than minor benefits were recorded.</p> <p>The SEA and STPR have been closely linked, as shown in Chapter 2 of the Post Adoption Statement. The ability the STPR to address climate change in its own right is very much limited and the emissions figure produced illustrate this. This is reflected in the STPR reports, with specific reference to the additional measures that could be implemented in the areas of technological enhancements and behavioural change.</p>	<p>SNH, SEPA, Friends of the Earth (Scotland), City of Edinburgh Council.</p>

Theme of Consultation Response	How Consultation Response has been Addressed	Consultees making point include
<p>Assumptions underlying the impact of interventions on climate change outcomes; Concern that the SEA fails to include the implications of road improvements for traffic volumes and subsequent air pollution impacts, whilst timesaving or economic benefits which may arise from net capacity increases and consequent traffic volume increases, are assumed to occur.</p>	<p>The need to demonstrate and deliver resilience to climate change impacts is acknowledged. The recently launched Landslides study will be included in the maintenance of the network and the design and delivery of interventions. Similarly, flooding and sea level changes will be considered in the development of proposals. This will be acknowledged in the mitigation and monitoring strategies.</p> <p>The framework in which the STPR and SEA sits acknowledges the objectives of managing the demand for travel and reduction of transport emissions in the future. This is reflected in corridor specific objectives, particularly for those corridors where increases in emissions or existing high emission levels are noted, for instance the Edinburgh to Glasgow corridor.</p> <p>Most of the roads proposals do not create additional capacity, or do so in a marginal way, for instance by widening or straightening a rural road. They are less likely, in their own right to encourage traffic growth. They do however seek to improve reliability and therefore reduce stop-start conditions and carbon emissions. Other proposals, such as the A9 upgrade, for instance, need not encourage significant additional traffic as the characteristics of the route are such that strategic trips may be more likely to grow in response to land use changes, not capacity changes on the connecting routes.</p> <p>It is recognised that the potential impacts of road improvements must be considered on a case by case basis and we recognise the potential for some capacity increases to be associated with increases in scheme specific emissions.</p> <p>However as outlined in the reports there is forecast to be a reduction in road based transport carbon emissions of between 100,000 and 150,000 tonnes of CO₂e per year. These forecasts have been derived using the most appropriately available modelling and analytical tools.</p>	

Theme of Consultation Response	How Consultation Response has been Addressed	Consultees making point include
<p><u>Sustainability</u></p> <p>There is reference in the main report about it being good practice to undertake sustainability appraisal alongside SEA.</p> <p>We strongly support the undertaking of sustainability appraisal, but only if it is done as an add-on to the SEA.</p> <p>Also, concern expressed about sustainability of recommendations in terms of such matters as sea level change, flooding, landsides etc.</p>	<p>The Sustainability Appraisal is only applied to the STPR objectives and is separated from the rest of the SEA by being included within its own specific section (section 2.5 of the Environmental Report). It is intended as an informative add on to the SEA of the STPR and is clearly identified as such 2.5.1 Objectives: Methodology.</p> <p>The inclusion of a sustainability appraisal allows greater transparency surrounding the decision making process and clearly illustrates how issues of sustainability have been integrated into the STPR decision making process at a very early stage. As noted in the comment on climate change, mitigation and monitoring will include reference to climate change resilience.</p>	<p>SNH, SEPA, SAPT, CILT.</p>
<p><u>Impact of SEA on STPR</u></p> <p>A number of correspondents expressed concern over the impact of the SEA process and findings on the recommendations of the STPR.</p> <p>The SEA Statement should make clear how the assessment process has influenced the contents of the STPR during its finalisation. In spite of giving certain interventions an 'adverse' rating, the SEA does not appear to have had an influence on STPR, in terms of excluding them.</p>	<p>Chapter 2 of this Post Adoption Statement illustrates how the development of STPR and its SEA have run in parallel.</p> <p>Chapters 5 and 6 of the Post Adoption Statement illustrate the ongoing proposals to ensure that the development of interventions arising from the STPR is done to the best environmental standards.</p> <p>The SEA is not the sole determinant in an interventions inclusion or exclusion at the strategic level at which the STPR has been undertaken.</p> <p>Further environmental assessment will take place to determine how the recommendations may be carried forward, or how the objectives of STPR may be otherwise met.</p> <p>Of particular issue raised in this response is the opportunity that has been afforded to the SEA process to affect the decision as to which implementation should be progressed and which should not.</p> <p>Through the use of the ANSEA approach it was identified that sifting</p>	<p>SNH, SEPA, SEStran, Transform Scotland.</p>

Theme of Consultation Response	How Consultation Response has been Addressed	Consultees making point include
	<p>of transport interventions was a significant decision window and the close integration of the environmental assessment process and the sifting of options was conducted at this stage. Hence rather than the SEA reactively affecting the decisions as to which interventions are implemented. It has taken the approach of pro-actively influencing this decision.</p> <p>Project Environmental Appraisals of Route Options (at the Project STAG 1 stage) and detailed Environmental Impact Assessments (at the STAG II stage). The Environmental Statement will identify for each intervention, specific issues that should be considered and suggest at what stage in the decision making the assessment should be.</p>	
<p><u>Monitoring and Reporting</u></p> <p>The mitigation proposals in the Environmental Report address the issues that are required in order to meet statutory obligations. Comments that wider demonstrable consideration of environmental effects is needed.</p> <p>We would expect mitigation action to be associated with transport infrastructure projects, both online and offline.</p> <p>Recommendations that the Adoption Statement emphasise the need for subsequent project assessments to consider mitigation for all natural heritage impacts and for the ensuing proposals to set out who will be responsible for undertaking and managing mitigation works, and to give a commitment to it being done.</p>	<p>Chapter 6 of this statement sets out how the development and delivery of the STPR will be monitored.</p> <p>The Environmental Assessment (Scotland) Act 2005 is clear on the requirement to monitor and the role monitoring plays in the ongoing implementation and refinement of the STPR.</p> <p>Transport Scotland will work with key stakeholders in ensuring that this takes place.</p> <p>In addition, the development of more project specific monitoring and mitigation will be undertaken as the interventions arising from STPR are taken forward.</p>	<p>SNH, SEPA, Historic Scotland</p>

Theme of Consultation Response	How Consultation Response has been Addressed	Consultees making point include
<p><u>Scope of STPR</u></p> <p>Some correspondents expressed concern that the STPR was not wider ranging enough to encompass all the modes it needed to consider.</p> <p>Concern that walking and cycling should be excluded from STPR; Schemes to improve provision for walking and cycling are regarded as being “outside the scope of the review” and as “not strategic in their scope or funding requirements”. STPR does nothing specifically to encourage walking and cycling, and so makes no contribution to improving public health</p> <p>The STPR requires to be extended to include aviation issues with more being put on the acceptance by the UK and Scottish governments of a substantial shift of Anglo-Scottish travel from air to rail.</p>	<p>The STPR is one of the mechanisms for delivering the National Transport Strategy (NTS), published in 2006. This strategy outlined the vision for the country’s transport network and the context for transport policy in the next 20 years.</p> <p>The STPR is not the only mechanism for delivering the NTS and modes such as walking and cycling are better addressed in the NTS delivery plan, and through regional and local transport strategies.</p> <p>Similarly, the STPR does not include air, because air policy is determined at a UK level and the STPR is not a policy document.</p>	<p>Transform Scotland, Friends of the Earth Scotland, CILT, SEStran, Railfuture Scotland, CRAIC</p>
<p>Queries about the consistency of the STPR assessment with that of the National Planning Framework 2, which also considered a number of the STPR interventions.</p> <p>Concern that there doesn’t appear to be the appropriate level of synergy between the STPR and other policy documents such as the National Planning Framework.</p> <p>Also queries in respect of findings of NPF2 SEA and STPR SEA in terms of overall assessment of environmental impacts of interventions.</p>	<p>The National Transport Strategy recognises the critical importance of providing efficient links between our cities, stating that <i>“our strategic networks are particularly important for connecting our cities, connecting our towns with cities and bringing people and goods to those cities”</i>.</p> <p>The Strategy recognises, however, that strategic networks <i>“are also critical for providing key routes into our wider regions, including the Highlands and Islands, to our regeneration areas, to England and to global markets to contribute to the accessibility of Scotland as a whole through road, rail and port connections. This means the strategic networks have a particular role in providing for the longer intercity and inter-region journeys.”</i></p> <p>These themes are inherent in the development and conduct of the STPR. In addition the high level objectives of STPR are drawn directly from the objectives of the NTS and linked to the themes of the Scottish Government’s Economic Strategy. Concerns about</p>	<p>SEPA, SEStran, Fife Council, Tactran.</p>

Theme of Consultation Response	How Consultation Response has been Addressed	Consultees making point include
	<p>inconsistencies between the assessment of the emissions arising from road improvements in the STPR and NPF are acknowledged.</p> <p>This arose because the assessment of candidate national developments in NPF2 was undertaken prior to the STPR being finalised and was therefore based on a set of assumptions as defined within Appendix 2 of the NPF ER. Different methods of assessment were used in the SEAs: whilst the STPR was based on quantitative modelling of projected emissions, the NPF assessment used a more qualitative approach that was based on professional interpretation of available relevant, but also generic evidence.</p> <p>Such inconsistencies are almost inevitable within the SEA process and are considered to be acceptable when both assessments are attempting to define the downstream effects of very high level plans. The apparently more negative conclusions of the NPF SEA should not therefore be interpreted as undermining those of the STPR SEA.</p>	
<p><u>Consultation process</u></p> <p>There are concerns that there has been no public consultation on the STPR and limited consultation on the SEA prior to the release of the STPR. It is currently unclear how comments to this consultation will be incorporated in the already published STPR.</p>	<p>The STPR is drawn from the national Transport Strategy for which there was extensive consultation. The STPR was subject to consultation by reference group interaction throughout the development of its baseline, underlying issues and both its high level and more specific objectives.</p> <p>The consultation undertaken under SEA legislation presented the recommendations emerging from this to further consultation, which has been augmented by individual meetings and presentations. All of the comments received in the course of the consultation will be considered and addressed appropriately.</p>	<p>SESplan, Fife Council, West Lothian Council.</p>
<p><u>Assessment of environmental and non environmental issues</u></p> <p>Balancing out environmental effects against safety issues in this way is misleading as to the environmental impact of the proposals. We think it</p>	<p>The EU directive that implements SEA specifically requires a consideration of the total, i.e. human and natural environment. Therefore it is a legislative requirement that the SEA approaches</p>	<p>SNH, Friends of the Earth (Tayside), Friends of the Earth</p>

Theme of Consultation Response	How Consultation Response has been Addressed	Consultees making point include
<p>would clearer to conclude that such a proposal has a range of adverse environmental effects (some certain, some of which could be mitigated), but it would also deliver major improvements in road user safety.</p> <p>The SEA includes assessments of non-environmental effects such as "benefits to commuters" which are then included in a qualitative aggregation of scheme benefits and disbenefits with the result that environmental disbenefits are down-weighted.</p> <p>This report fails as an environmental assessment because it confuses environmental impacts and other factors such as cost-effectiveness and efficiency, While these are factors to be taken into account, they are not key in assessing environmental impact and contribution to the level of climate change emissions.</p>	<p>issues such as human health and issues that impact upon the population in general.</p> <p>Within extant guidance for producing an SEA for transport policies both accessibility and human health are cited as applicable issues against which transport interventions should be addressed.</p> <p>The difficulties in addressing these factors and balancing off one aspect of the environment against another are recognised within the environmental report.</p> <p>Sustainable access is promoted through STPR in a number of ways. The promotion of a rail dominated programme supports mode shift, while the spread of electrified rail lines offers the potential to use renewable energy for rolling stock propulsion.</p> <p>The design, including mitigation and monitoring, of STPR interventions will also include consideration of the maintenance and promotion of active travel routes where appropriate.</p>	<p>(Scotland), Transform Scotland.</p>
<p>Dundee Bypass comments</p>		
<p>A considerable number of commentators wrote highlighting concerns Intervention 29 (Dundee Northern Relief Road). These concerns focused on impacts on the countryside, environment and communities to the north of Dundee.</p> <p>Friends of the Earth Tayside is very concerned to see that the proposal for a Dundee by-pass is given support in this document and is viewed as a preferred option rather than an upgrade of the Kingsway to improve traffic flow along the A 90 corridor bordering Dundee.</p> <p>The environmental assessment of this proposal is surprisingly favourable to the by-pass option, much</p>	<p>The Bypass proposal illustrated in STPR is one of two strategic options, the other being upgrade and improvement to the existing A90 through Dundee.</p> <p>No firm proposals exist to develop and Dundee bypass. Alternatives for addressing strategic traffic issues around Dundee will be taken forward in line with the STPR's published hierarchy of</p> <ul style="list-style-type: none"> • Investment aimed at maintaining and safely operating existing assets (ensuring the connections between where people live and work are of a suitable standard and safe); • Investment promoting a range of measures, including innovative solutions, to make better use of existing capacity, ensuring 	<p>Auchterhouse Community Council, Lundie, Muirhead and Birkhill Community Council, Carbon Reduction Action and Information Centre, Dundee Green Party, Friends of the Earth (Tayside), Teal Community Council, individuals.</p>

Theme of Consultation Response	How Consultation Response has been Addressed	Consultees making point include
<p>more so than Strategic Environmental Assessment associated with the same proposal when it initially appeared in the draft TACTRAN document.</p>	<p>the existing road and rail networks are fully optimised (these may include technology based, fiscal and 'soft measures' in addition to engineering solutions); and,</p> <ul style="list-style-type: none"> • Investment involving targeted infrastructure improvements. <p>Consequently, it might be expected that a new route would be developed only after consideration to other alternatives had been explored.</p> <p>Any such consideration will comprise consultation and engagement with relevant parties, including the local community.</p>	

Table 3.2 Taking Account of Specific Consultation Responses

Summary of Consultation Response	How Consultation Response has been Addressed
Historic Scotland	
<p>We confirmed at scoping that we were content with the SEA Objective for the historic environment and welcome that the <i>techniques for assessing effects</i> section (page 70) provides further clarification on how this objective has been applied.</p> <p>We would have expected all categories of listed buildings to be included in this baseline, as well as unscheduled archaeology from the relevant Local Authority Sites and Monument Record.</p>	<p>There is a general principal in SEA that the baseline should be of sufficient detail to inform the assessment, this issue was raised as recently as February's edition of the Scottish Planner in an Article from the Scottish Government's advisor on SEA.</p> <p>The assessment, as agreed within this response, understandably focuses at the national level and the existing baseline, in order to avoid unnecessary expenditure of resources has concentrated on nationally important cultural heritage resources.</p> <p>It is accepted that an assessment of all historic resources needs to be considered within the tiered environmental assessment approach that most interventions will be subject to. The level of assessment that interventions will require during their permitting process will be identified as stated above, which will include as assessment on all listed buildings.</p>
<p>Please note that Scottish Historic Environmental Policy (SHEP) supersedes the policy elements of <i>Passed to the Future</i>.</p>	<p>Text to be included in an addendum to the Environmental Report. (Addendum comment 1.1)</p>
<p>I note that <i>the number of listed buildings, scheduled monuments and conservation areas potentially lost or affected by proposals</i> will be monitored.</p> <p>The monitoring strategy should monitor significant effects of the interventions upon the historic environment as a whole and therefore should not be restricted to designated sites and buildings and conservation areas. The monitoring strategy should also consider effects upon archaeological sites, gardens and designed landscapes.</p>	<p>Text to be included in an addendum to the Environmental Report. (Addendum comment 1.2)</p> <p>The monitoring strategy will reflect the sites outlined where practicable.</p>
<p>It may be useful to split the proposed monitoring item into separate categories, which address both direct impacts (loss/partial loss) and significant impacts upon setting as follows:</p>	<p>All points will be considered within the monitoring strategy presented in this document.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>SEA objective: to safeguard cultural heritage features and their settings</p> <ul style="list-style-type: none"> • indicator: number of scheduled monuments lost or significantly affected by proposals • indicator: number of listed buildings lost or significantly affected by proposals • indicator: number of archaeological sites lost or significantly affected by proposals <p>It would be useful for the SEA Statement to indicate who will be responsible for both carrying mitigation through and monitoring the effects of the transport interventions.</p>	
Health Scotland	
<p>It is very comprehensive. Good to see the link between air pollution and health being made although the issue of people at risk as a result of existing conditions (as well as the undesirability of pollution for all the population) could always be emphasised more.</p> <p>The only other remark would be about measuring health impacts in terms of active transport/physical activity</p>	<p>The measurement of physical activity has been highlighted by some other respondents. The mitigation and monitoring strategies will consider the maintenance or promotion of active travel routes where appropriate.</p> <p>Walking, cycling and other active travel modes are more properly considered under other aspects of the National Transport Strategy.</p>
SNH	
<p>Although this is a strategic environmental assessment and not a sustainability appraisal, the SEA Indicator Questions as set out on pp 70-78 include some which are more about societal benefits than environmental impacts:</p> <p>Population – would the intervention provide sustainable access?</p> <p>Human health – does the intervention have the potential to promote healthier and safer lifestyles?</p> <p>In arriving at an overall assessment, the uncertain impacts (which will only become known at a more detailed planning stage) on several criteria have been balanced out by positive impacts on population or health to conclude that the project will be beneficial overall.</p>	<p>The SEA is compliant with the regulations set out for its completion. The difficulties in addressing these factors are, however, recognised.</p> <p>Sustainable access is promoted through STPR in a number of ways. The promotion of a rail dominated programme supports mode shift, while the spread of electrified rail lines offers the potential to use renewable energy for rolling stock propulsion.</p> <p>The design, including mitigation and monitoring, of STPR interventions will also include consideration of the maintenance and promotion of active travel routes where appropriate.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>Finally, under the heading of ‘population’, it is not clear that consideration of sustainable access has included consideration of the potential to improve facilities for active travel.</p>	<p>STPR sets out the strategic concept of interventions. Issues of access are important but are more effectively dealt with at design stage and addressed by mitigation and monitoring.</p>
<p>We suggest that it will be important for the STPR to flag up the need for impacts on resources of regional or local importance to be assessed in working up the detail of any of the component projects.</p> <p>It would be helpful if the Adoption Statement could place a marker on the need for such issues to be addressed at the project level.</p>	<p>Agree and this issue is flagged up in this post adoption statement, noting that STPR sets out the strategic concept of interventions.</p> <p>Issues of access are important but are more effectively dealt with at design stage.</p>
<p>Consideration should be given to the risk that transport infrastructure projects will lead to further fragmentation of habitats and disruption of ecological networks, effectively putting in place barriers to species movement</p>	<p>Assessing significant effects arising in such cases will be included in the monitoring strategy.</p>
<p>The assessment of transport projects – both infrastructure works and softer policy measures – should include consideration of the impacts on people’s ability to use outdoor access resources.</p> <p>Negative impacts could result from temporary or permanent disruptions to Long Distance Routes, regional routes and local routes.</p> <p>These impacts should be avoided by careful planning of both the infrastructure works and the temporary or permanent diversion of active travel routes.</p>	<p>The design of projects will include a consideration of these factors. Mitigation and monitoring strategies will similarly reflect the potential to impact on walking, cycling and other outdoor access resources.</p>
<p>Project environmental appraisals should consider the impact on all landscapes.</p> <p>Impacts on Scotland’s areas of wild land should also be taken into account.</p>	<p>Agreed a marker is included within Environmental addendum and monitoring strategy.</p>
<p>We have identified two projects where we would recommend a further level of strategic appraisal of environmental effects, to assess different options at an individual project level:</p> <p>D14 A9 Upgrading together with D15 Rail Enhancements on the Highland Mainline.</p>	<p>As a normal part of the appraisal process, a suitable assessment of the environmental affects would be undertaken, reflecting the status of the various projects noted.</p> <p>This will be undertaken as far as practicable for the A9 corridor, noting the uncertainties over the longer term detail of some aspects of the development proposals, particularly the A9 upgrade.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>These projects are planned for the same transport corridor, and there is potential for cumulative impact, eg on the flood storage capacity of the land traversed. Consideration should also be given to whether any works can be integrated with works proposed for the Beaulieu-Denny interconnector.</p> <p>D21 Grangemouth Road and Rail Access Upgrades.</p> <p>Concern that increase in shipping to port may impact designated areas along Forth estuary.</p>	<p>We do not accept that the D21 intervention increases shipping, as it focuses on potential road and rail interventions accessing the landward side of the port.</p> <p>Any change in shipping patterns will be independent of the access improvements and beyond the control and scope of STPR. Any further work undertaken will reflect this.</p> <p>We do not expect to undertake any work on this intervention in the short term.</p>
<p>There are references to the use of SNH's Site Condition Monitoring (SCM) programme as a basis for monitoring impacts on SSSIs and Natura sites.</p> <p>If as a result of implementation of the STPR there is a need to monitor potential impacts on SSSIs, this would have to be done outwith or as an enhancement to the SCM programme.</p>	<p>Assessing significant effects arising in such cases will be included in development of proposals and their monitoring strategy.</p>
<p>There is also an important body of information on biodiversity gathered through project-level Environmental Impact Assessments.</p> <p>Ask that when habitat and species data are collected, such as through survey, they should be put into the public domain through the National Biodiversity Network.</p>	<p>Comment generally agreed – a recommendation to be included in the Environmental Statement addendum to supply this information in a format that allows it to be so placed.</p> <p>(see addendum comment 2.1)</p>
<p>There is a duty on Member States under Article 12.4 of the Habitats and Species Directive to establish monitoring of incidental or accidental capture and killing of those species listed on Annex 4 of the Directive (European Protected Species).</p>	<p>Transport Scotland's trunk road operating companies are responsible under existing contractual arrangements for the removal of animals killed on the road network and procedures are being developed to monitor the incidence of kills of EPS.</p> <p>Transport Scotland is working towards development of a more comprehensive monitoring system for this to be implemented in the next round of operating company contracts which will be awarded from 2011.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>We recommend that monitoring should include the effect on people's use of outdoor recreation and active travel routes.</p> <p>This might include direct monitoring of active travel facilities.</p>	<p>The potential effect of delivering STPR interventions on people's ability to use outdoor recreation and active travel will be considered at an appropriate level within more detailed scheme appraisal, for example core path networks.</p>
<p>We note that an emphasis is placed on the role of Landscape Character Assessments (LCA) in monitoring effects of STPR projects on the landscape.</p> <p>The existing LCA assessment for the area may provide a helpful baseline, although it is likely that further baseline analysis should be undertaken as part of the associated Environmental Impact Assessment.</p>	<p>Changes in landscape character would be recorded in the EIA of any major development, and this could be recorded within a monitoring programme. Significant effects will be monitored as part of project level EIA.</p>
<p>The section on page 8 on soils and geology should summarise the potential impacts on geodiversity</p> <p>Proposals within the STPR should be tested as to whether they are compatible with the objectives of this Scottish Soil Framework.</p>	<p>This was not published in time to be incorporated in the SEA. Therefore, it was not included. Never the less it will form part of ongoing scheme development, mitigation and monitoring.</p> <p>(see addendum 2.2)</p>
<p>The section on climatic factors should identify rising sea-levels as an effect of climate change. There should also be mention of increased risks of landslides and instability.</p>	<p>A comment to this effect will be included in the addendum to the Environmental Report. (see addendum 2.3).</p>
<p>Under 'Treatment of adverse effects' on page 16, we recommend an additional bullet point to take account of impacts of climate change: 'Ensuring that developments in dynamic environments (such as river floodplains and at the coast) are based on a sound understanding of natural processes.'</p>	<p>A comment to this effect will be included in the addendum to the Environmental Report. (see addendum 2.4).</p>
<p>We are not clear, in the 'Soils and Geology' section, whether impacts on environments such as river corridors, floodplains and coastal areas were considered.</p>	<p>This will form part of ongoing scheme development</p>
<p>The section on future trends should recognise potential changes in geomorphological processes – changes in magnitude and frequency of flood events, coastal erosion and landslides, particularly in the light of climate change.</p>	<p>This was not published in time to be incorporated in the SEA. Therefore, it was not included. Never the less it will form part of ongoing scheme development. (see addendum comment 2.5).</p>
<p><u>D1: Delivery of the Strategic Road Safety Plan</u></p> <p>There could be impacts on local environments, for example as a result of the removal of trees for safety reasons and the impacts of these should be considered carefully.</p>	<p>Assessing significant effects arising in such cases will be included in the monitoring strategy.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p><u>D3: Targeted Programme of Measures to Reduce Accident Severity</u></p> <p>It is important to bear in mind that if works are needed near accident black spots that might impact on Natura sites, then further assessment is required.</p>	<p>Assessing significant effects arising in such cases will be included in the monitoring strategy.</p>
<p><u>D3c: Targeted Programme of Measures to Reduce Accident Severity between Inverness, Fort William, Mallaig and Skye</u></p> <p>Improvements to the A82 in this area could impact on a highly valued, but not nationally designated, landscape. It is also important to take into account the proposals for the establishment of a National Cycle Route along this section.</p>	<p>Assessing significant effects arising in such cases will be included in the monitoring strategy. The comment on National Cycle Route provision is noted and will be considered in light of other published strategies.</p>
<p><u>D3d: Targeted Programme of Measures to Reduce Accident Severity between Aberdeen and Inverness</u></p> <p>As with the improvements to the A82, work on the A96 could lead to localised landscape impacts. Any work is, however, unlikely to impact on Bin Quarry SSSI.</p>	<p>A comment to this effect will be included in the addendum to the Environmental Report. (see addendum 2.6)</p>
<p><u>D3e: Route management</u></p> <p>There is a reference to no works taking place within 2km of Natura or Ramsar sites. However, in subsequent planning and assessment it will be important to take into account potential impacts on other sites, such as SSSIs and landscapes.</p>	<p>Assessing significant effects arising in such cases will be included in the mitigation and monitoring strategies.</p>
<p><u>D4: Targeted Programme of Measures to improve the Trans European Network linkage to Loch Ryan port facilities</u></p> <p>Given how close the road (A75) goes to Natura sites and other designations, it is not clear that adverse effects can be avoided. The assessment needs to recognise the range of sites that could be impacted by these works.</p>	<p>Improvements are considered to be on-line. The assessment reflects this. Assessing significant effects arising from more detailed proposals will be included in the more project focused assessment.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p><u>D5: Targeted Programme of Measures to Improve road standards between Glasgow and Oban/Fort William (A82)</u></p> <p>The potential impacts have been identified, but as there is little detail on the proposals it is difficult to assess the magnitude of the impacts. Given the sensitivity of the area (especially around the north end of Loch Lomond in the National Park), we feel that the impacts have been underplayed. The suggested mitigation may not adequately address the impacts on the landscape.</p>	<p>Improvements are considered to be primarily on-line.</p> <p>Acknowledge need for more detailed investigation as project is given more definition. Assessing the significant effects arising will be included in the monitoring strategy.</p>
<p><u>D7: Further electrification of the strategic rail network</u></p> <p>This intervention could have significant landscape impacts if overhead lines are used through sensitive areas of the countryside.</p>	<p>Acknowledge that overhead lines could have a visual impact on some specific locations. Also needs to look to next level of project definition. Assessing significant effects arising in such cases will be included in the monitoring strategy.</p>
<p><u>D10: Reconfiguration of the National Rail Timetable</u></p> <p>We welcome the encouragement of people to use public transport, but there may be a risk of an adverse effect on local train travel in favour of inter-city journeys.</p> <p>Subsequent evaluation and monitoring should be sensitive enough to pick up any negative effects on travel options for local communities.</p>	<p>The National Transport Strategy, and its supporting document “Scotland’s Railways”, highlight the role of rail in providing;</p> <ul style="list-style-type: none"> • Fast, long distance passenger services between our major urban centres; • High quality commuter services into major areas of employment, education and leisure activities; and, • Rail freight services for regular high volume and generally long distance flows. <p>The service patterns that may be delivered in future to utilise any new rail infrastructure will be designed to support these objectives.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p><u>D11: Park-&-Ride/Park-&-Choose Strategy</u></p> <p>These developments could have adverse landscape impacts if they are not sited carefully.</p>	<p>Acknowledge that P&R could have a visual impact on some specific locations. Also needs to look to next level of project definition.</p> <p>Assessing significant effects arising in such cases will be included in the monitoring strategy This will be based on the strategy published in July 2009 for Park and Ride sites.</p>
<p><u>D14: A9 upgrading from Dunblane to Inverness (parts 1 and 2)</u></p> <p>The impact on habitats may be significant in terms of the Natura tests, and this is likely to need further consideration at the more detailed planning stage.</p> <p>There are multiple crossings of the River Tay SAC, including several crossings of tributaries which form part of the SAC. The documentation is not clear that all these have been identified, although the conclusions reached remain the same: that effects can be mitigated. This is likely to be an appropriate conclusion for the construction phase.</p> <p>We are concerned that the environmental report downplays the potential impacts on landscape and visual amenity.</p> <p>In terms of landscape, one of the most critical is the River Tay (Dunkeld) NSA due to the narrowness of the pass. The visual impacts are likely to be significant.</p> <p>There are quite a number of SSSIs along the route of the A9 and the impact on these needs to be taken into account in subsequent assessments – with effective mitigation designed if impacts can not be avoided.</p> <p>The Adoption Statement, at least, needs to make reference to maintaining existing access/recreation routes that currently pass under the A9 and providing new underpasses where necessary.</p> <p>As highlighted earlier in our response, it is important to look carefully at the cumulative impacts of the proposed work on the A9.</p>	<p>Acknowledge need for further assessment when more detail of proposal is available.</p> <p>Assessing significant effects arising in such cases will be included in consideration of scheme design and carried through the mitigation and monitoring strategies.</p> <p>Through the Cycling Action Plan for Scotland we will be recommending that more effective monitoring should be undertaken at both national and local levels.</p> <p>The design stage of interventions is the most appropriate point to consider likely significant effects on active travel routes and it will be undertaken at that stage.</p> <p>The form and scale of any cumulative impacts associated with this intervention will depend greatly when the intervention is progressed and when other projects such as the highland mainline and Beaulay - Denny grid connection are understood in their final form. It is recognised that these effects need to be taken on board during the design phase of this intervention.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p><u>D15: Rail Enhancements on the Highland Mainline between Perth and Inverness</u></p> <p>Especially important is that Auldclune and Invervack Meadows SSSI has been omitted from the list, and it may be impacted through harm or loss of extent.</p>	<p>A comment to this effect will be included in the addendum to the Environmental Report. (see addendum 2.7)</p>
<p><u>D 16: Upgrade A 96 to Duel Carriage way between Nairn and Inverness</u></p> <p>There are references in section 6.3.3 to Calvine and Blaire Atholl in relation to this intervention, but these places are not relevant to this project</p>	<p>(see addendum comment 2.8)</p>
<p><u>D18: Rail Enhancements between Aberdeen and the Central Belt</u></p> <p>The River South Esk SAC should be added in as it also discharges to the North Sea via Montrose Basin. Construction of a new bridge would have to consider any impacts on migratory salmonids.</p> <p>The statement 'which is also graded at international level for its biodiversity' should perhaps be changed to 'graded at international level for being a wetland supporting over-wintering wildfowl'.</p>	<p>A comment to this effect will be included in the addendum to the Environmental Report. (see addendum comment 2.9).</p>
<p><u>D19 – Dundee Northern Relief Road</u></p> <p>The Den of Fowlis SSSI should be mentioned.</p> <p>There may be impacts on red squirrels, especially near Camperdown. It is a notable species in and around Dundee, with significant population. The likely impacts on the population include fragmentation of habitat and roads presenting barriers to movement of animals and causing road kills. There is likely to be land-take so we would expect some impacts on soils and geology.</p>	<p>A comment to this effect will be included in the addendum to the Environmental Report ((see addendum comment 2.10).</p> <p>It was not possible to assess the specific impacts on the red squirrel populations due to the lack of detail concerning the routes and location of the relief road.</p> <p>However the issue is noted and impacts on notable species will be recognised in the design of interventions and carried into mitigation and monitoring.</p>
<p><u>D21: Grangemouth Road and Rail access Upgrades</u></p> <p>If more commercial shipping is to be encouraged, then this may increase the risk of</p>	<p>This intervention does not encourage shipping as it relates solely to</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>oil spills. This intervention is likely to warrant a strategic environmental assessment of project options to look at the cumulative impacts from it and other projects in the vicinity.</p> <p>Given the works required, there are likely to be impacts on geodiversity – and this should be acknowledged in the environmental report.</p>	<p>road and rail access to a port which already has plans for various forms of development.</p> <p>We do not accept that a further assessment of the STPR recommendation is necessary to assess shipping impacts.</p>
<p><u>D24: Targeted Road Congestion/Environmental Relief Schemes</u></p> <p>This project includes the building of new infrastructure, and careful design of this and integration with the active travel networks, will help cater for active travellers and the routes that they currently use.</p> <p>There will also be opportunities to improve connections between active travel routes and communities that have been bypassed and to encourage the use of roads which have been relieved of traffic.</p> <p>The final design of such schemes should include provision for new infrastructure that mitigates the physical effects on communities. Although this intervention is mentioned at all the appropriate places throughout the main environmental report, it is not listed in the summary tables in the non-technical summary</p>	<p>This is more appropriately dealt with as individual projects come forward for more detailed consideration.</p>
<p><u>D25: West of Scotland Strategic Rail Enhancements</u></p> <p>Aspects of this intervention affect Glasgow and have the potential to disrupt the public realm movement corridor comprising Buchanan Street and St. Enoch Square and also the riverside National Cycle Route 75</p> <p>Diversions and closures of existing routes are commonly used to manage changes in infrastructure, but the quality of the temporary arrangements needs to be considered as early as possible to reflect the volume and type of existing users and the effect of each phase of the works.</p> <p>Given the works required, there are likely to be impacts on geodiversity – and this should be acknowledged in the environmental report.</p>	<p>This is more appropriately dealt with as individual projects come forward for more detailed consideration.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p><u>D27: Rail Enhancements between Inverclyde/Ayrshire and Glasgow</u></p> <p>This intervention includes a possible new rail link between Paisley Canal and Elderslie. National Cycle Route 7 (Paisley to Irvine section) currently occupies the old railway corridor.</p> <p>So, the design of any new rail link should, from an early stage, fully consider active travel routes in the area.</p> <p>The re-use of old transport corridors could have effects on habitats and/or protected species that have re-established. This should be considered in subsequent assessments and suitable mitigation included in project plans.</p>	<p>This is more appropriately dealt with as individual projects come forward for more detailed consideration.</p>
<p><u>D29: Enhancements to Rail Freight between Glasgow and the Border via West Coast Mainline</u></p> <p>Although impacts are less likely than with other interventions, it is important to take active travel interests into account in subsequent assessments of this intervention as project plans develop.</p>	<p>This is more appropriately dealt with as individual projects come forward for more detailed consideration.</p>
<p>City of Edinburgh Council</p>	
<p>The intervention which would have the greatest environmental benefit, reducing travel or the need to travel, does not feature in the STPR.</p> <p>Neither the Forth (replacement) Crossing nor the Edinburgh-Glasgow (rail) Improvement Programme is included in the SEA. This appears to be because they were addressed as national developments in NPF2.</p> <p>However, to facilitate an overview of the environmental impact of the STPR, they should perhaps have been included in this document; not least as they are the programmes which will probably have the greatest environmental impact.</p>	<p>The STPR is one aspect of the overall delivery of the National Transport Strategy. The NTS, in its entirety, more fully addresses the need to travel.</p> <p>The Forth Replacement Crossing has already been subject to SEA, which was published in November 2007. EGIP is subject to its own SEA. NPF2 has also been subject to SEA.</p> <p>The environmental impacts of the Forth Replacement Crossing are clearly understood and the impacts of EGIP are likely to be beneficial, both in its promotion of mode choice and potential for using sustainable electricity generation when electrified.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>The SEA identifies Work Package 9 (Intelligent Transport Systems) as having major regional and local environmental benefits.</p> <p>It is difficult to see how this can be accurate when one its main components (using hard shoulders for general traffic rather than buses/HOVs) significantly increases the capacity of the road network in congested areas.</p> <p>The overall Scotland-wide Cumulative Effects with regard to Climatic Factors, Air Quality and Human Health are assessed to result in minor benefits. This is difficult to agree as there is no overall reduction in travel; and growth in travel will almost inevitably increase climate and air quality-related emissions.</p>	<p>The STPR identifies reduction in CO₂e of between 100,000 and 150,000 tonnes. In part this is achieved by more efficient use of the network, though reduced congestion, arising from ITS.</p> <p>Environmental Effect of these interventions (as is required under the SEA Act) are assessed against the existing baseline which in this case involves heavy traffic use and a large degree of congestion.</p> <p>It is the congestion relief resulting that links to the minor benefits on regional air quality. The assumption used is that the traffic management measures will change the way the capacity is used, not that it will result in an increase in road usage.</p>
<p>Using Intelligent Transport Systems on Parts of the Road Network to Enhance Capacity and Operations.</p> <p>Major long term Regional benefits <i><u>Neither the summary nor the full environmental report indicate why this should be the case.</u></i></p> <p><i><u>ITS used in the manner proposed would generate traffic (by effectively creating new capacity), with environmental disbenefits</u></i></p>	<p>Point of ITS is to better manage capacity at times of peak demand to reduce congestion.</p> <p>This congestion reduction resulting reduces emissions associated with the traffic involved. The detail of individual proposals will be developed to address their particular operating requirements.</p>
<p>Further Electrification of the Strategic Rail Network - Moderate long term Regional benefits</p> <p><i><u>This would have national not just regional benefits; priority routes likely to be national routes</u></i></p>	<p>The proposed electrification of the rail network is phased, and the most immediate benefits would accrue regionally from the use of electric powered rolling stock.</p> <p>National benefits would be affected by the generation source for the electricity used, which cannot be specified at this time.</p>
<p>Rail Enhancements in the East of Scotland - Moderate Local long term benefits</p> <p><i><u>Has regional, not just local benefits. Compare and contrast with D27 'Rail Enhancements Inverclyde/Ayrshire –Glasgow' which are assessed as 'Moderate long term Regional benefits'</u></i></p>	<p>This intervention primarily benefits Fife and so may be categorised as local.</p> <p>The D27 enhancements are more geographically extensive and generate benefits for a wider area.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>West of Scotland Strategic Rail Enhancements: Glasgow Tunnel proposals - Moderate long term Local benefits</p> <p><i><u>Depending on the scheme, potentially national</u></i></p>	<p>Note the comment raised. It does not affect the overall assessment and continued refinement of the emerging proposal will be accompanied by further environmental consideration.</p>
<p>Upgrade Edinburgh Haymarket Public Transport Interchange - Moderate long term Local benefits</p> <p><i><u>Has regional, not just local benefits. Haymarket is a regionally significant location</u></i></p>	<p>The impact of Haymarket is primarily local. The consequent rail service changes which may arise are addressed in other interventions.</p> <p>The appraisal is reported as local to avoid double counting.</p>
<p>Light Rapid Transit connections between Fife and Edinburgh - Minor or Moderate long term Local benefits</p> <p><i><u>Has regional, not just local benefits; is a regional project</u></i></p>	<p>Note the comment raised.</p>
<p>New Rail Line between Perth and Inverkeithing - Moderate long term Regional benefits</p> <p><i><u>This would have national not just regional benefits; would be used by nationally strategic services</u></i></p>	<p>This proposal would not affect rail service environmental impacts across the country as the operating impact of services on connecting lines would be unaffected. The changes would be felt in the area affected by route change as so are more properly described as regional.</p>
<p>New LRT Line to SE Edinburgh - Minor or Moderate long term Local benefits</p> <p><i><u>Has regional (perhaps national), not just local benefits. Compare and contrast with E14 'Augment far north rail line...with express coach' which is assessed as 'Minor...local and regional benefits'</u></i></p>	<p>The LRT proposal has no national benefits as it does not materially affect Public Transport patterns outwith the local/ regional context.</p>
<p>Scottish Association for Public Transport</p>	
<p>Another factor neglected in the Environmental Report is the impact of changes in policy and in fossil fuel prices on future forecasts of movement and modal share both within Scotland and on external links.</p> <p>The STPR as adopted needs to give more attention to this issue with explicit recognition that a continuation of the near stabilisation of road vehicle kilometres (already evident for car use as shown in Scottish Transport Statistics, December</p>	<p>The STPR has considered a number of scenarios. These are summarised in Report 4.</p> <p>The overall conclusion from this suggests that any changes arising from increases in fuel costs etc are likely to be in terms of timing rather than pattern.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>2008) and a substantial slowing of aviation growth offers joint benefits for the economy, the environment and society.</p> <p>The Environmental Report also needs to take account of the advocacy in the National Planning Framework of land use and pricing policies which can reduce the need for movement and encourage both shorter trips and working and shopping from home.</p>	<p>Note, also that assumption on fuel prices etc is not within the scope of an SEA.</p>
<p>The need for more investigation of this area is admitted with the Climate Change Committee urging faster moves towards the use of electric power in transport if steepened 2020 targets are to be met. What also requires examination in the STPR (and in SEA) are the increasing prospects that overall road vehicle kilometres can be stabilised (reduced in some areas) and domestic air travel in Britain (and to the nearer continent) reduced over the period to 2022 with joint benefits for the economy, the environment and society. Environmental assessment must be revised to take account of these probabilities.</p>	<p>The STPR has been undertaken using currently available modelling tools. Sensitively testing was undertaken and concluded that patterns of vehicular use are relatively impervious to changes in factors such as fuel process etc.</p> <p>Also, many of the issues STPR addresses are current, and as such, are not significantly affected by future trends.</p>
<p>Stages of Assessment p 4 Environmental assessment should be integrated with economic assessment, including the opportunity costs and benefits of using funding for proposed major projects in other ways.</p> <p>Changes in the level and structure of funding from that proposed in STPR could offer better outcomes for the economy and the environment</p>	<p>The SEA Act prescribes the following themes for consideration;</p> <ul style="list-style-type: none"> - Biodiversity, Flora and Fauna; - Noise - Population; - Human Health; - Soils and Geology; - Water; - Air; - Climatic Factors; - Material Assets; - Cultural Heritage; - Landscape and Visual; and - Interactions and Overall Effect. <p>It does not, therefore, include any provision for combining economic and environmental assessment.</p> <p>The STAG appraisal underlying STPR does include an economic theme and this is reflected in the appraisal.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
	The SEA, to be compliant with both the SEA Act and Scottish Guidelines, has taken the form of a assessment under the requirements of the Environmental Assessment Scotland Act 2005 and the SEA directive.
<p>Assessment Methods p 9 & p10-13 Pages 10 to 13 deal only with broad findings of positive or adverse environmental impacts.</p> <p>The weighting given to the different factors in environmental assessment is unclear and, since no information is given on economic assessments, it is not possible to evaluate the reasoning behind the 29 projects favoured in STPR.</p>	<p>The factors are considered equally and the economic benefits for the 29 interventions are not all available. Some are not clearly enough defined yet, for instance “Strategic Road Safety Plan” or “Reconfiguration of national rail timetable”.</p> <p>The recommendations arising from the STPR reflect those assessed as being best able to support the Government’s Purpose on the basis of the information and evidence available.</p>
<p>D14 Part 1 p12 Should this not read as A9 upgrade Dunblane to Blair Atholl?</p>	<p>Check and revise as necessary in addendum to ER. (see addendum comment 3.1)</p>
<p>E2 p12 Co-locate Bus and Rail Station in Dundee – query basis for view that this would have adverse environmental impact</p>	<p>The construction works associated with this process would have an adverse impact, while the operation of the co-located stations would have implications for bus routeing and no demonstrable environmental benefits.</p>
<p>E8 & D31 Query view that E8 (new railway Inverkeithing-Perth) would have positive regional environmental impacts while D31 (new railway Inverkeithing-Halbeath) would have neutral impact.</p> <p>In view of higher cost of Perth line (and ability to use these funds in other ways), it is likely that Inverkeithing-Perth would be neutral and Inverkeithing-Halbeath positive.</p>	<p>This response potentially confuses economics and environmental impact.</p> <p>Issues are kept separate in appraisal. The relative costs of two proposals do not directly relate to their respective environmental performances.</p>
<p>D25 p13 West of Scotland Strategic Rail Enhancement – query conclusion of an uncertain environmental impact.</p> <p>Would expect strong environmental benefits (as well as economic gains), if decisions are taken to give priority to electrification of the Shields Rd- Bellgrove Glasgow Crossrail link and related early conversion of inner south side suburban lines to higher frequency light rail penetrating the city centre.</p>	<p>Scope of project is not fully defined and, given potential options, so only conclusion available for SEA is ‘uncertain’.</p> <p>As project definition improves, so the uncertainty would reduce and a more definitive assessment would be made.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>Why was the Forth replacement Crossing omitted from the ER?</p> <p>Given the engineering evidence that the existing bridge can handle present levels of traffic for the foreseeable future and the commitment to encourage both peak car-sharing and shifts to rail, bus and ferry, early priority for a £2.3bn additional crossing would have large economic and environmental disbenefits.</p> <p>It is expected that the present road bridge will be able to handle HGVs at least until 2020 but, if this is not feasible, the disbenefits involved in HGV diversions would be low compared to the economic and environmental benefits of allocating £2.3bn for other purposes in the years to 2016. This suggests that any final decision on an additional Forth crossing should be delayed until 2014.</p> <p>Such a delay would also permit evaluation of the integration of any future crossing in a <u>tidal barrage</u> (also able to generate electricity) cutting flood risks from rising sea levels on the Forth west from Rosyth.</p>	<p>The Forth Replacement Crossing was subject to Strategic Environmental Assessment in 2007. Its inclusion in the recommendations of the STPR reflects the work completed to date and the commitments made in respect of the proposal.</p> <p>The Scottish Government is committed to progressing the Forth Replacement Crossing.</p> <p>A barrage was dismissed during the Forth Replacement Crossing study, primarily in its adverse impact on designated environmental sites around the Forth.</p>
<p>National Transport Strategy (NTS)</p> <p>This is referred to on p17 but there should be an indication that the NTS retained the aim of stabilising road vehicle kilometres over the years to 2021.</p> <p>Substantial progress on this aim is evident in recent traffic data, showing stable or falling car use despite a rise in car ownership (principally in the number of households with 2 or more cars).</p>	<p>The STPR is based on the outcomes of the National Transport Strategy, and focused on strategic transport interventions, not the full spectrum of measures that might be used to address travel patterns. The STPR recommendations address issues which currently exist, or are forecast to exist.</p> <p>The STPR reflects underlying land use assumptions and travel arising from them and is consistent with the approach used in other studies.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>Cumulative Effects Assessment (p17-19) <u>Environmental Impacts in Inverness, Perth, Aberdeen, Edinburgh, Fife, Dundee & Glasgow</u></p> <p>The Association suggests that there should be a direct indication of the expected scale of modal shift from cars (the greater the shift, the greater are environmental and economic benefits) with added mention of the benefits of the NPF objectives of encouraging shorter trips, better interchange planning and higher densities promoting greater use of public transport and of walking and cycling.</p> <p>However, there is a puzzling reference to greater use of public transport encouraging walking and cycling. This is true as people have to walk to and from public transport but it is less evident that plans for integrating cycling with public transport are well developed.</p> <p>The statement needs to be altered to reflect the importance of <u>greater use of both walking and cycling for the full length of shorter trips made in urban areas</u> – a topic neglected in STPR as it is a local authority and RTP issue.</p>	<p>It is correct that walking and cycling have limited comment within STPR as they are more properly addressed through the NTS support for non-motorised travel and local intervention schemes. At a strategic level, the STPR recognises the importance of integrating modes and, in particular where it will provide a step change in public transport provision, doing this in a way that allows more localised cycle and pedestrian access to be maximised.</p> <p>In terms of modal shift, we approached this from an emissions perspective, consistent with the key strategic outcomes of the NTS. Section 2 of the summary report provides an overview of this. Modal shift is one aspect along with addressing congestion hotspots, more efficient use of the network and land-use/transport integration.</p>
<p>Transform Scotland</p>	
<p>Environmental Assessment of Interventions</p> <p>It is notable that of the interventions which are assessed as having an adverse effect, the only ones which are being pursued through STPR are the A96 upgrade between Inverness and Nairn and (more particularly) the A9 upgrade to dual-carriageway as far as Inverness, of which all phases are judged to be “Moderate to Major, short and long term, Local and Regional, Adverse”.</p> <p>The document considers alternatives which focus on improvements to public transport, modal shift from road to rail and use of speed cameras, but only the improvements to the Highland Mainline between Perth and Inverness is pursued.</p> <p>The A9 upgrade is only seen as being acceptable in conjunction with the parallel rail</p>	<p>The alternative options described did not meet the objectives defined for the corridor. They were rejected as a result. This is discussed in Chapter 4 of this Post adoption Statement.</p> <p>The highland mainline proposals are one of the 4 immediate priorities in STPR and as such are expected to be delivered before the recommended upgrade of the A9 itself.</p> <p>Any development of the A9 will involve significant environmental assessment and any consequent changes in traffic volumes are more closely linked to changes in land use at either end of the route</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>upgrade: “any increase in CO₂e through decreased journey time would be offset through a modal shift to rail as result of rail service enhancements”. This scheme is pushed through despite its adverse environmental effects and once again, the SEA demonstrates that it has no teeth.</p>	<p>than the capacity offered by the route itself.</p>
<p>South East Scotland Transport partnership (SEStran)</p>	
<p>It should be noted that Cross Forth Ferry Facilities project was identified as needing an Appropriate Assessment as it potentially impacts upon Natura 2000 (habitat) sites, although it was not rejected on that basis. An Appropriate Assessment has been carried out on this project. It does not affect the SSSI since all associated infrastructure is within an active harbour.</p>	<p>It is noted that an appropriate assessment has been completed.</p> <p>The Cross Forth Ferry proposals have been sifted into Appendix C of the STPR.</p>
<p>There are projects in the SEStran area that were dismissed on mainly environmental grounds which should be questioned.</p> <p>The following were rejected after assessment in the STPR;</p> <p>Railfreight connections to Rosyth The SEA states that this project “.. <i>has minor to moderate adverse effects and over the long term potentially substantial adverse effects</i>”.</p> <p>This is difficult to understand as any improved rail connection would substantially use existing track bed and remove a significant number of HGVs from the roads reducing environmental and noise pollution, how the above statement could be justified.</p>	<p>This intervention was dismissed on a number of grounds including its potential impact on designated sites around the Forth estuary.</p> <p>The provision of a rail link from Halbeath to Inverkeithing offers a more effective link to Rosyth Port from the south, helping to support future development there.</p> <p>It also reduces journey times between Edinburgh and Perth, and Inverness, Aberdeen and the central belt, and provides the ability to run more direct services to Edinburgh in conjunction with a strategic Park-&-Ride facility at Halbeath.</p> <p>It would also enable the segregation of local and intercity services and provide more efficient freight access to the port of Rosyth.</p>
<p>New LRT line to South East Edinburgh Although accepting that there are environmental benefits to tram extensions, it states that “..<i>it was not thought that there would be any substantial environmental issues resulting from project rejection.</i>”</p> <p>This area of Edinburgh will become increasingly more congested as development progresses. Therefore a project that addresses this issue and access to the Royal Infirmary in an environmentally friendly manner should be welcomed.</p>	<p>This intervention was dismissed for a number of reasons, primarily its lack of any significant national benefits.</p> <p>The assumptions outlined are of a local and regional nature and the benefits assigned to addressing them cannot be made within SEA.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>New Rail connections in Fife This project lumped several rail proposals together and it was accepted that there were modest environmental benefits in implementing these projects but they were dismissed on mainly implementability grounds.</p> <p>The Levenmouth project, as developed by SEStran and its partners, will use existing track and therefore should not have been rejected on that basis.</p>	<p>The Levenmouth rail project was not included in STPR because it has local/ regional impacts.</p> <p>In developing the next High Level Output Specification (HLOS) and future franchises Transport Scotland will give consideration to other rail interventions that would contribute to the objectives for this Government.</p>
<p>Improved Road Links to Edinburgh Airport This project was recognised as having only minor adverse effects on the environment.</p> <p>Although this project was not rejected on this basis there appears to be inconsistency in the approach to assessment.</p>	<p>The proposed link is relatively confined in its geographical impact and sits in an area already trafficked by several routes.</p> <p>Its environmental effects should be seen in this context.</p> <p>It was rejected as public transport options better met the objectives.</p>

3.5 Conclusions

The tables set out in this Chapter summarise the consultation responses received for the SEA and offer responses. Further consultation responses are presented in Annex 1, under a similar format. This annex focuses on those comments received on the underlying recommendations of the STPR.

The comments presented above highlight a number of common themes and, where appropriate, a commitment is being carried forward into the further refinement of STPR interventions. This will be delivered at various stages of the development process. The addendum to the Environmental Report, and Mitigation and monitoring strategies set out in Chapters 5 and 6 of this Post Adoption Statement set out these commitments in more detail.

4 Consideration of Alternatives

4.1 Introduction

The SEA Act requires the environmental effects of 'reasonable alternatives' to be identified, described and evaluated. The Act also states that the Post-Adoption SEA Statement should include:

- "The reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives considered."

This section sets out the alternatives that were considered and explains the selection of the preferred option.

It should be noted that the STPR's development was as a result of commitments made by the then Scottish Executive in 2003. The process of developing the STPR began in 2006 and drew on the National Transport Strategy in setting its high level objectives. This was subsequently reaffirmed by linkage to the strategic outcomes supporting the Scottish Government's Purpose and the [then] emerging National Planning Framework (NPF2).

As such, the range of alternatives was, in practice, shaped by the wider policy context within which STPR developed and the alternatives that could reasonably be considered reflect this.

4.2 Appraising Alternatives

The STPR was conducted using the Scottish Transport Appraisal Guidance (STAG). STAG itself encourages the consideration of alternatives in that it is an issues led, objective driven appraisal process. It is predicated on the identification of potential alternative solutions through their assessment in terms of addressing identified issues. It is not intended to allow the consideration of predefined outcomes developed in isolation or in advance of a consideration of the issues existing in a particular situation.

4.2.1 Scottish Transport Appraisal Guidance

STAG is the appraisal framework developed by the Scottish Government to aid transport planners and decision-makers in the development of transport policies, plans, programmes and projects in Scotland. It is a requirement that all transport projects, for which Scottish Government support or approval is required, are appraised in accordance with STAG.

The first element of the STAG process is consideration of problems, opportunities, constraints and uncertainties followed by the development of planning objectives. After confirmation of the objectives, there is a process of option generation and sifting. This explicitly includes a consideration of potential alternatives and so supports the SEA requirement in this respect. The stages of the STAG process, as followed for the STPR, have been presented within a series of reports prepared for the study.

The relevant reports are Report 1 (*Network Performance*), Report 2 (*Gaps and Shortfalls*) and Report 3 (*Option Generation and Appraisal*). Together these set out the stages of the STAG process undertaken for STPR. They feed from one to the next and present the findings and outcomes of each stage of the process.

Report 4 (*Summary Report*), sets out an account of the background to the STPR, its development and context and the results of its technical recommendations. A short summary leaflet is also available, in addition to the draft Environmental Report and its non-technical summary. The Final report, published in conjunction with this Post Adoption Statement, refines Report 4 to reflect the results of consultation responses and further updates where these are available.

4.3 Assessment of Alternatives

A specific “do nothing” scenario, in which no interventions other than those already committed or otherwise programmed were delivered, was not considered to be a realistic alternative. The wider policy context within which STPR sits does not acknowledge the likelihood that “doing nothing” offers a realistic possibility of addressing the strategic transport issues that exist across Scotland, or supporting the Key Strategic Outcomes of the Scottish Government’s Purpose.

Equally, throughout the development of the STPR, thinking on the range on measures that might be employed to address identified issues was not constrained by the wider policy context as this was not so prescriptive as to generally limit option generation within the STPR’s remit.

Mode choice and travel reduction are not specifically encompassed in the interventions of the STPR. These are more properly dealt with under the National Transport Strategy, which the STPR supports. It should be recognised, however, that some of the interventions arising from STPR, for instance rail proposals, may offer mode choice for both passenger and freight movements. As such, they accommodate wider shifts in transport use.

The design development, mitigation and monitoring of STPR interventions will also, where appropriate, accommodate walking, cycling and other active travel routes. The maintenance or provision of such routes has been requested in some of the consultation responses for various corridors. Similarly, whilst the role of local and regional proposals is not included in the STPR, opportunities for synergies are recognised and these will be explored where appropriate.

4.4 Strategic Alternatives

STPR Report 3 (*Option Generation and Appraisal*) presents the process and outcomes of the Generation, Sifting and Appraisal of Interventions considered for the STPR. In summary, a long list of over 1,000 potential options was developed and was then subject to an initial sifting process. The list included proposals drawn from then emerging Regional Transport Strategies, discussion with stakeholders and various workshops. As such, it reflected, in part, an existing body of analysis and planning, which was augmented by STPR specific option generation. It also included a range of proposals that offered alternatives for particular areas or corridors.

Many interventions were rejected, or combined and redefined to form packages, either because they were not feasible in their original format or because they did not, in themselves, satisfy the planning objectives for the relevant corridor, node or network. This included consideration of options on environmental grounds which fed into the overall appraisal of alternatives (highlighted in section 6.1 of the draft Environmental Report).

Following the initial sift of potential interventions, most were carried forward for further appraisal, whilst others were dismissed. Interventions were assigned to one of two categories. These are listed in Appendices A and B of STPR Report 3.

Those interventions in Appendix A were further appraised and, though a process of refinement and, occasionally combination with other interventions. They were, generally, established as packages of potential measures. These packages were, in turn, subject of more detailed appraisal. Measures on some of the less trafficked trunk routes in the highlands or arising to develop a network of strategic park and ride facilities illustrate outcomes of this combination process. The individual proposals might not, in themselves, appear strategic, but, as a package, they offer nationally significant benefits, or frame a nationally significant programme of works.

On appraisal these interventions were, in turn, categorised in terms of;

- their effectiveness in meeting defined objectives, including environmental objectives, and;
- the scope of their impact in terms of their strategic nature.

The results of this sifting and appraisal are presented as Appendices C, D and E of Report 3. The 29 interventions included in Appendix D are those recommended for delivery under STPR.

The 17 interventions included in Appendix E have been assessed as supporting the Scottish Government's Purpose, but, for a variety of reasons, have not been recommended for delivery. It should be noted that interventions in Appendices D and E have generally been subject to equivalent degrees of Strategic Environmental Assessment and Appropriate Assessment.

4.5 Intervention Specific Alternatives

In addition to the wider consideration of alternatives in achieving the overall and corridor specific objectives developed for STPR, the SEA process led to three of the interventions themselves being considered for intervention specific alternatives.

These were;

- D14 - A9 Upgrading from Dunblane to Inverness
- D16 - Upgrade A96 to Dual Carriageway between Inverness and Nairn
- D24 - Targeted Road Congestion / Environmental Relief Schemes

4.5.1 A9 Upgrading from Dunblane to Inverness

An SEA alternative to the A9 Upgrading from Dunblane to Inverness intervention suggested a move away from a road based solution to one that focused on enhancing public transport options and comprised the following four elements:

- The provision of additional coach services between Perth and Inverness;
- Improving the rail infrastructure on the Highland Mainline between Perth and Inverness, to improve passenger and freight rail services (which was considered separately under D15 Rail Enhancements on the Highland Mainline between Perth and Inverness);
- Improving the rail infrastructure for freight between freight terminals in the Central Belt (such as Grangemouth and Mossend) and Inverness (which was considered under E7 Rail Freight Enhancements between Mossend, Grangemouth and Aberdeen/Inverness); and
- Speed enforcement cameras on the A9.

The SEA alternative would have involved enhancements to existing public transport opportunities between Perth and Inverness in the form of both coach and rail services as well as enhancements to the existing rail infrastructure. There were intended to allow more freight services to use rail over road as a viable means of transport. It was considered, in this case, that the public transport elements of the alternative would address STPR objectives to promote journey time reductions and increase opportunities to travel between Perth and Inverness. Speed enforcement cameras were considered to assist in reducing accident severity, so supporting safety objectives.

Three parts of the proposed alternative were not taken forward, for the following reasons:

- Additional Coach Services between Perth and Inverness: Would not meet the STPR objectives to the same extent as the proposed rail service enhancements on the Highland Mainline between Perth and Inverness (considered in Intervention D15 of Appendix D in STPR Report 3);
- Railfreight Enhancements between Mossend, Grangemouth and Inverness: Would not meet STPR objectives in the same cost effective manner as the proposed alternative of rail freight enhancements on the Highland Mainline between Perth and Inverness (considered in Intervention D15 of Appendix D in STPR Report 3); and
- Speed Enforcement on the A9 between Dunblane and Inverness: There are several key reasons why accidents occur. Typically, these are not solely related to the speed of the vehicles involved and, where appropriate, speed cameras are already installed on this section of the A9. As such it is considered that speed management measures of this type, operating in isolation, would not fully address the STPR objectives.

4.5.2 Upgrade A96 to Dual Carriageway between Inverness and Nairn

An SEA alternative has been considered for upgrading A96 to Dual Carriageway between Inverness and Nairn which aims to promote public transport improvements rather than the implementation of a new dual carriageway. It comprises the following three elements:

- The introduction of rail Park & Ride facilities at Inverness and Nairn, to provide a public transport alternative to car travel;
- Improvements to the rail infrastructure between Aberdeen and Inverness to improve passenger services and provide a public transport alternative to car travel (considered in Package D17 of Appendix D in STPR Report 3: Rail Enhancements between Aberdeen and Inverness); and
- Implement speed enforcement measures on the A96 between Inverness and Nairn to reduce accident rates.

It was proposed that the SEA alternative could address the objectives associated with D16 of Appendix D in STPR Report 3 with improvements to rail services, improving connectivity and journey time by public transport between Aberdeen and Inverness and safety concerns through the introduction of speed enforcement cameras. The SEA alternative has been assessed as having an overall minor beneficial effect on the environment.

While it was considered that the proposed alternative would contribute to the STPR objective of "*Improved Connectivity, Journey Time and Opportunity to Travel by Public Transport*"; it would not fully address the safety related objectives on the A96 east of Inverness. The alternative Park-&-Choose element could contribute to the objective but the proposed Park-&-Choose as part of a new Dalcross Station (considered in part of D11 of Appendix D in STPR Report 3) would address the objective more fully. The speed enforcement measures would not fully address the STPR safety objective for the route.

4.5.3 Targeted Road Congestion / Environmental Relief Schemes

The SEA alternative to this intervention focuses on enhancing passenger and freight rail services as opposed to the construction of new bypasses. This alternative comprises the following three elements;

- Improvements to rail freight services to increase the opportunity for freight to utilise rail;
- Improvements to rail passenger services to improve service frequency (this was considered under D17 – Rail); and
- Speed enforcement measures.

The alternative approach would not alleviate poorer air quality caused by congestion, so causing a minor adverse impact on both human health and air quality.

4.6 Conclusion

The STPR is set within a wider policy context defined by, amongst others, the Scottish Government's Economic Strategy, the National transport Strategy and the National Planning Framework. These frame its consideration of potential alternative interventions. The STPR does not include interventions that do not sit within this framework, or which are more properly delivered by other elements of the framework.

The STPR has considered alternatives throughout its development. The underlying STAG process explicitly requires such consideration and the SEA process brought added value through identifying environmentally focused possibilities which were tested against the STPR objectives to determine their effectiveness.

The 29 recommendations of the STPR reflect the outcomes of this process and the comments received in response to the consultation have been considered in terms of their impact on these recommendations.

5 Mitigation

5.1 General Principles of Mitigation

The SEA Act requires the ER to provide information regarding 'measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme'. Section 7.3 of the draft ER outlines mitigation proposals and makes clear that mitigation is intended to be taken forward as an intervention progresses to further stages of the decision making process. It is a central component and consideration of the development of the interventions arising from STPR.

The draft ER established generic mitigation measures and identified likely residual effects after mitigation. The mitigation approach followed the hierarchy of avoidance, reduction and remedy in line with the EIA Handbook.

- **Avoidance** aims to avoid any adverse impacts, including alternative or 'do nothing' options;
- **Reduction** aims to reduce unavoidable adverse impacts of the project;
- **Remedy** or Compensatory measures or compensation aim to offset or compensate for residual adverse effects which cannot be avoided or further reduced; and
- **Enhancement / Net Benefit / New Benefit** is the enhancement of the natural heritage interest of a site or area because adverse effects are limited in scope and scale, and the programme includes improved management or new habitats or features, which are better than the prospective management, or the habitats or features present there now.

No consultation responses have been received to suggest altering the fundamental structure of this hierarchy. It is envisaged, therefore, that some form of environmental assessment will be undertaken at each stage of developing an STPR intervention. The majority of interventions will be subject to EIA at some stage. It is also likely that many interventions may have the potential to impact at a relatively local level, in addition to their wider impacts. Such interventions will be addressed at the project level.

As an intervention develops, each of the stages of assessment will consider the likely significant impacts and remaining uncertainties. These will be addressed further through appropriate mitigation and by following the mitigation hierarchy of avoidance, reduction, remedy and offsetting.

Depending on the actual form and location of works there could be some adverse impacts on local or regional biodiversity, geological and water resources and cultural heritage resources. These would however be minimised through sensitive siting and design in line with environmental legislative requirements (The Transport and Works (Scotland) Act, 2007 (Consents under Enactments) Regulations, 2007) and best practice according to the Design Manual for Roads and bridges (DMRB). Some interventions, such as proposals to reconfigure the national rail timetable, might be expected to have minimal environmental impact. Never the less, it is recognised that this cannot be assumed.

In addition, where relevant, a Code of Construction Practice (CoCP) will be produced as part of the EIA process. The provisions of the relevant CoCP will be included in the Contract for the construction of the interventions where such codes are assessed as being necessary. In these cases, the Contractor will be obliged to comply fully with the terms of the CoCP. It is not expected that all of the interventions ultimately delivered from STPR will require a CoCP, but the need to consider its appropriate use is recognised, particularly for infrastructure based interventions.

5.2 Mitigation Commitments

Following consultation on the ER and, based on comments received primarily from the Consultation Authorities, the proposed mitigation measures have been revised or clarified. This section describes the revised mitigation commitments for the STPR.

5.2.1 Biodiversity Mitigation Commitments

There are a number of mitigation measures, detailed below, which are envisaged to avoid or reduce adverse effects on the biodiversity topic.

- During the development of interventions, areas of recognised biodiversity importance should, where practicable, be avoided and the location of new infrastructure should recognise the presence of any protected species and habitats. It should also be designed to avoid or limit the fragmentation of habitats, including non-designated habitats where appropriate.

It is also proposed that, due to restrictions placed on the form and siting of works by the requirements of the Habitats Directive, all potential adverse effects on European designated sites should be avoided. In exceptional cases where complete avoidance of impacts is not possible the provisions of Article 6(4) of the Directive may be explored which, in the absence of alternatives, allows consideration of imperative reasons of overriding public interest (IROPI). Where species or habitats are likely to be effected, a minimum of a Phase 1 habitat and species survey would be required. Where possible, land take from greenfield land should be avoided; all works should be undertaken in full accordance with DMRB. Particular note will be taken of the following;

- The need to consider potential impact on local environments and designated habitats that might be associated with smaller schemes and localised proposals; and,
 - The consideration of potential impacts on biodiversity and habitat fragmentation in non designated areas during the design stage of interventions.
- The Appropriate Assessment, set out in Appendix 8 of the draft ER, details specific mitigation measures for those interventions with a potential effect on Natura 2000 Sites. The mitigation measures are detailed on a site by site basis. The assessment indicates that, at a strategic level, it is possible to carry out the proposed interventions in such a way that there would be no adverse effects on the integrity of the designation, if the proposed mitigation is implemented;

If these interventions are carried forward to a more advanced stage, the design and development process will require and be driven by further refinement of the Appropriate Assessment. The general areas covered by the Appropriate Assessment Mitigation include: disturbance of species during construction and operation; pollution control and land take from habitats;

- Landscape maintenance should be undertaken by means that conserve, and where possible enhance, the development of species and their habitats which are protected or of high nature conservation interest in or adjacent to interventions;
- Land drainage characteristics necessary to support a diverse flora and fauna or particular species of interest already found on the site should be conserved;
- Cumulative effects of interventions should be considered, particularly where they share a common or closely associated corridor. The potential in-combination impacts of the A9 upgrade and Highland Mainline upgrade may be seen as examples; and,
- Habitats, including (without limitation) native woodland, woodland edge, wetlands, species rich grassland and heathland, rock and scree should be managed so as to conserve, and where possible enhance their nature conservation value. All underpasses and over structures should be designed and located so as to maximise the opportunity for wildlife crossing, so assisting in reducing fragmentation, whilst not impairing the function of the structure. The provision of vegetated margins should be considered and all opportunities should be taken for locating suitable structures as close as practicable to likely wildlife crossing points.

5.2.2 Population Mitigation Commitments

The mitigation measures detailed below, are envisaged to avoid or reduce adverse effects on the population:

- Considering impacts which could result from temporary or permanent disruptions to walking, cycling, equestrian facilities or long distance routes, regional routes and local routes;
- The assessment of transport projects, both infrastructure works and policy measures, should include consideration of the impacts on people's ability to use outdoor access resources; and,
- Establishing community liaison group(s), and liaising at appropriate points in the development and delivery period, in order to maintain good community relations, seek relevant contributions and ensure the local population are aware of issues and progress.

5.2.3 Noise Mitigation Commitments

A number of mitigation measures have been identified, which if implemented, would avoid or reduce adverse effects relating to the environmental topic of noise.

- Noise reduction mitigation should include road surfaces which generate lower levels of traffic noise and / or noise barriers, where adjacent properties could be affected;

- The routing of construction traffic should be detailed in a transport management plan before construction begins to reduce effects on sensitive receptors; and,
- As part of taking the Transportation Noise Action Plan forward, we will explore the links between STPR and Candidate Noise Management Areas (CNMA) to inform whether these should become Noise Management Areas (NMA). Thereafter we will consider how this impacts on the development for interventions.

5.2.4 Water Mitigation Commitments

A number of mitigation commitments have been identified which are detailed below. These will avoid or reduce adverse effects relating to the environmental topic of water;

- All activities associated with interventions should be carried out in accordance with the Controlled Activities Regulations (CAR). The regulations relate both to construction and operational impacts. In order to ensure proportionate controls over activities, the Regulations provide for three levels of control: General Binding Rules (GBR), Registrations and Water Use Licences. If site-specific controls are required and, in particular, if constraints upon the activity are to be imposed then the activity should be authorised using a licence;
- A detailed drainage design incorporating Sustainable Urban Drainage Systems (SUDS) should be considered to address flooding and potential drainage issues as a result of constructing and operating the intervention, where this is appropriate;
- Water pollution control measures should be provided to ensure that pollutant concentrations in receiving waters remain within the limits for the appropriate water quality objective for the watercourse or where this is not available, for the current water quality classification; and,
- For discharges to ground water, pollution control and containment measures should be designed and installed as necessary to ensure compliance of discharges with the Groundwater regulations.

5.2.5 Soils and Geology Mitigation Commitments

Mitigation measures have been identified which if implemented, would avoid or reduce adverse effects relating to the environmental topic of soils and geology:

- The development of interventions should, wherever practicable, avoid crossing or adversely affecting geologically designated sites or valuable soil resources including geological SSSI's and Regionally Important Geological Sites; and,
- Consultation at the local level to avoid fragmentation of agricultural resources.

5.2.6 Cultural Heritage Mitigation Commitments

A number of mitigation commitments have been identified, which if implemented, would avoid or reduce adverse effects relating to the environmental topic of Cultural Heritage:

- The development of interventions should consider the potential for these interventions to affect, either by crossing or affecting the setting of, internationally or nationally important cultural heritage features, including designated or proposed World Heritage Sites, archaeological sites, Scheduled Monuments or Listed Buildings;
- Specific consideration of siting and design should be taken at locations where sensitive cultural heritage and features are present;
- Interventions should be carried out in line with the Transport & Works (Scotland) Act, the guidance, due be launched during 2009/10, which replaces the Memorandum of Guidance on Listed Buildings and Conservation Areas (revised 1998) (the Memorandum) and Scottish Planning Policy 23: Planning and the Historic Environment (SPP 23), or its replacement consolidated Planning Policy Note; and,
- The development of interventions will recognise the need for project assessments to consider mitigation for all significant cultural heritage impacts and for the ensuing proposals to set out who will be responsible for undertaking and managing mitigation works.

5.2.7 Material Assets Mitigation Commitments

The mitigation measure for material assets is detailed below, would reduce adverse effects.

- Fully consider the use of secondary or recycled aggregates in the construction of interventions. There are no construction and demolition recycling targets detailed in the Scottish National Waste Strategy, however in England the Government (DEFRA) is considering a target to halve the amount of construction, demolition and excavation waste going to landfill by 2012, as a result of waste reduction, reuse and recycling.

5.2.8 Landscape Mitigation Commitments

A number of mitigation measures have been identified and are outlined below. It is proposed that these be implemented and so, contribute to avoiding or reducing adverse effects relating to the topic of Landscape:

- The design of interventions should, in the first instance, consider potential landscape impacts at the earliest possible stage;
- Project environmental appraisals should consider the impact on all landscapes, including not only those designated as National Scenic Areas or National Parks or designated through local landscape designations, but also all other landscapes. Design and mitigation of proposal likely to have significant effects on such areas should be aimed at if possible avoiding, and if not possible then minimising, adverse visual and landscape impacts;
- All works should consider the surrounding landscape and carrying out appropriate planting, ground modelling and fencing. Structural treatments should be carried out so as to soften the appearance of any works, environmental barriers or engineering features of the intervention with regard to views from the surrounding landscape and the intervention itself;

- Hard landscape and materials should be selected and maintained, where practicable to suit local character and retain visual amenity;
- Visual screening should be used to reduce visual effects on the population;
- Consideration will be given to how views from the road or railway will be promoted; and,
- Impacts on Scotland's areas of wild land will also be taken into account where appropriate.

5.2.9 Air Quality Mitigation Commitments

Air quality and climate change are important considerations in the design and development of any interventions arising from the STPR.

- We will seek to reduce the carbon footprint of interventions as part of their design, procurement and implementation;
- We will monitor air quality both during development and operation of an intervention; and,
- We will seek opportunities to power electrified rail services from renewable power sources.

6 Monitoring

6.1 Introduction

The purpose of this chapter is to set out ‘the measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme’, as required by SEA Act. It is not the purpose of this chapter to identify detailed project level monitoring – that would be established as part of the project level consents process including the EIA and AA.

6.2 Purpose of Monitoring Environmental Effects

Monitoring has a clear role in informing the development of the STPR. It is a requirement of the SEA legislation that the significant environmental effects of the STPR be monitored, both to identify any unforeseen adverse effects at an early stage and to allow appropriate remedial action to be undertaken. Logically, the process of monitoring must be linked to the various stages in the implementation of the STPR and the impacts of monitoring must affect how these stages proceed.

For the purpose of this SEA, monitoring has been based on the strategic mitigation commitments set out in the ER and refined in Section 5 of this document. The mitigation objectives and principles will run throughout the implementation of the STPR. Periodic monitoring will examine whether the mitigation measures have been, for example:

- Incorporated into the initial design of the scheme and encompassed within the EIA for the purpose of gaining consent.
- Translated into contract documents and incorporated into detailed designs.
- Used to monitor performance during construction and, where necessary, following the opening or implementation of the intervention.

The indicators listed in Table 6.1 provide a general checklist of issues which would be covered in monitoring. These indicators will be added to or adapted as required. It is also recognised that as the scheme develops some mitigation measures may not be applicable or indeed, other measures may be identified.

Table 6.1 Monitoring Indicators

SEA Category	Proposed Indicators
Biodiversity, Flora and Fauna	Significance of effects on: <ul style="list-style-type: none">• Natura Sites• RAMSAR Sites• Sites of Special Scientific Interest• Other designated habitats• National Parks• European Protected Species• General biodiversity in proximity of interventions

SEA Category	Proposed Indicators
Human Health and Population	Significance of effects on: <ul style="list-style-type: none"> • Local people and receptors as a result of changes in noise levels, local air quality • Population as a result of changes in access
Noise	Significance of effects on: <ul style="list-style-type: none"> • Local population centres • Designated Habitats • Other habitats and sensitive environmental sites
Water	Significance of effects on: <ul style="list-style-type: none"> • Drainage • Surface Waters • Groundwater • Flood Risk
Geology and Soils	Significance of effects on: <ul style="list-style-type: none"> • Geological designations (SSSIs and Regionally Important Geological Sites, RIGS) • Geofluvial resources and processes. • Agricultural land • Potentially contaminated land, i.e. mobilisation of contaminated sediments
Cultural Heritage	Significance of effects on: <ul style="list-style-type: none"> • Scheduled Ancient Monuments • Listed Buildings • Conservation Areas • Gardens and Designed Landscapes (Inventory and non-Inventory) • Other designated sites • Marine archaeology • Known and previously unknown archaeology
Material Assets	Significance of effects on: <ul style="list-style-type: none"> • Land use activities including private property, businesses, including agriculture • Amount of waste generated • Amount of secondary and recycled aggregates used in construction
Landscape	Significance of effects on: <ul style="list-style-type: none"> • Gardens and Designed Landscapes (Inventory and non-Inventory) • Areas of Great Landscape Value • Areas of Outstanding Landscape Value • National Parks • National Scenic Areas • Visual amenity of local receptors

SEA Category	Proposed Indicators
Air Quality	Significance of effects on: <ul style="list-style-type: none"> • Local air quality • Air Quality Management Areas and links to the Transport Noise Action plan • Greenhouse Gas emissions (if possible). • Use of Renewable power sources for electrified rail services (if possible)

6.3 Issues in Monitoring the STPR

The process of monitoring the STPR is complicated by the long term, incremental nature of the STPR's delivery as a whole. An overall programme of delivery has not been defined, as future actions are dependant in Spending Reviews and other factors. It is not practicable, consequently to state which interventions might be delivered in which order and what the cumulative impact would be at any intermediate point.

The interventions proposed are, irrespective of their overall programme of delivery, likely to contribute to a step change in the functional characteristics of many parts of the strategic road and rail networks. They will improve the performance of the strategic rail and road networks and accommodate wider changes in mode shift (by improving rail capacity, for instance) and operational effectiveness (by improving journey time reliability, for example).

Many interventions are substantial undertakings in their own right and collectively, they represent an enormous investment in the future of the country's strategic transport system. As such, it is natural that the delivery of STPR interventions will occupy a significant period beyond our current investment programme.

The interventions recommended in the STPR are appropriate for consideration over a prolonged period. It is not expected that significant changes to the recommendations outlined will be forthcoming in the short to medium term. It is recognised, however, that the process of monitoring the STPR's outcomes must allow for refinement and update as we measure progress to wards the objectives defined.

We must recognise that the interventions emerging from the STPR will be delivered in an evolving context and part of the role of monitoring will lie in ensuring that the detail supporting the delivery of the interventions remains current against this changing background. The cyclical updating of the National Planning Framework (NPF) may, for instance, coincide with the monitoring periods for STPR. Equally, the completion of significant projects, such as the Forth Replacement Crossing, may in itself, drive some aspects of monitoring and evaluation, as they change the baseline against which future performance is measured.

Consequently, it is proposed that the monitoring and evaluation of the delivery of the interventions in the STPR will, to an extent, be driven by wider policy considerations, including the periodic refinement of strategies such as the National Planning Framework or the National Transport Strategy. It will be necessary to ensure that the STPR continues to support these, and the Scottish Government's Purpose.

6.4 Process of Monitoring the STPR

The key elements of monitoring would be as follows:

- Establish a programme for monitoring based on the main phases of project. The main phases will include, but are not limited to:
 - EIA and initial scheme design prepared for planning/ parliamentary consent
 - Confirm mitigation proposals
 - Detailed design
 - Construction
 - Operation
- Undertake monitoring within each key phases in order to:
 - Examine whether mitigation commitments set out in the Strategy are being implemented
 - Identify the effects on the key environmental indicators (as set out in Table 6.1)
 - Identify the need for changes to the design or to introduce specific mitigation measures to avoid, reduce or offset adverse impacts.
- Reporting - a monitoring report would be prepared at each key stage of the Strategy's implementation.
- Consultation Authorities – the monitoring report would be made available to consultation authorities (SNH, SEPA and Historic Scotland) in order that they can include them in suitable databases or information registers.

Monitoring would typically be undertaken by Transport Scotland, or by a consultant or agency on their behalf.

Annex 1 - Comments received on STPR and responses

Summary of Consultation Response	How Consultation Response has been Addressed
Strathclyde Partnership for Transport (SPT)	
<p>It is disappointing that there is no proposal for a general upgrade [the A82] to modern standards of the section of road on Loch Lomondside north of Tarbet.</p> <p>Also, no mention has been made in STPR of the substandard junctions at Milton of Dumbarton, and at Stoneymollan (Balloch), where long traffic queues develop at peak traffic flow periods.</p>	<p>The STPR intervention 3 identifies between £100 million and £250 million of improvements to the A82. The first point highlighted in this intervention is widening at selected locations between Tarbet and Inverarnan.</p> <p>These proposals build on the current Route Action Plan works.</p> <p>The details of other improvements along the A82 have also yet to be defined.</p>
<p>Strategic Park and Ride and Park and Choose Strategy relates to providing strategic Park and Ride sites to serve the Scottish cities, including possible sites in the SPT area at Bargeddie, St James, Glasgow Southern Orbital, Fullarton, Robroyston and Ayr. It is understood that the exact location of these sites has not been fixed and we anticipate working with Transport Scotland to develop these proposals further.</p>	<p>Comments noted, the development of Park and Ride/ Park and Choose facilities will be taken forward in discussion with relevant stakeholders and agencies.</p> <p>Transport Scotland is already in discussion with SPT on this.</p>
<p>There is a degree of uncertainty about the West of Scotland Strategic Rail Enhancements proposals, which STPR estimates will cost between £1.5bn and £3bn. The possibility of a Metro/Light Rapid Transit system, including the possible conversion of the Cathcart Circle and the use of redundant rail lines would be welcome.</p> <p>The suggested new city centre station and tunnel linking the north and south rail networks appears to relate to the proposal to connect the north and south by tunnelling beneath the city centre and building an underground station. It is highly unlikely that this could be done within the stated cost range and SPT rejected it some years ago.</p> <p>Whilst the City Union Line upgrade would be welcome, the other two parts of Crossrail could provide significant benefits including platform capacity relief at Central Station.</p>	<p>Comments noted. Discussions over the refinement of the detail of this proposal have already begun and the input from SPT and Glasgow City Council is welcomed.</p> <p>The continued development of this intervention will address the issues raised. Transport Scotland is already in discussion with SPT on this.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
Tayside and Central Scotland Transport Partnership (Tactran)	
<p>TACTRAN strongly recommends that Stirling should be identified as a “Strategic Node”, in line with the role of the City as a key economic driver and strategic transport hub within central Scotland, as acknowledged within NPF2</p>	<p>Stirling is not a strategic node as its presence does not materially affect the layout or the operational characteristics of the trunk road or rail network in the area.</p> <p>This is in clear contrast with the urban nodes and networks in STPR which do have such impacts and as such, merit inclusion.</p> <p>NPF2, as laid before Parliament in December 2008 and published in June 2009 does not specifically highlight Stirling as a node. It notes the growth potential of the Upper Forth Valley in total and the accessibility of Stirling and its surrounding area to the Highlands, Glasgow and Edinburgh, all of which are encompassed in STPR.</p>
<p>It is noted that Intervention 17 – Lengthen Trains and Platforms between Edinburgh and Dunblane was not progressed to the detailed assessment stage as “it is considered that more considerable benefits could be delivered through alternative interventions”.</p> <p>There are issues of overcrowding of trains serving Dunblane, Bridge of Allan and Stirling stations in the TACTRAN region. This intervention would address these problems and allow for growth in rail travel. It is not apparent which of the other interventions would provide a comparable solution.</p>	<p>The combination of East of Scotland Rail Improvements (Project 13) and Edinburgh to Glasgow Rail Improvements (Project 15) will give enhanced services across Central Scotland. For services between Dunblane and Edinburgh, there will be additional capacity to serve intermediate stops, reducing overall loading on these services.</p>
<p>The conclusion for not progressing Intervention 167 – Extensive Rail Freight Enhancements between Mossend, Grangemouth and Aberdeen/Inverness via Perth is surprising.</p> <p>Enhancements on the rail lines connecting those sites with Mossend and Grangemouth would considerably facilitate the carriage of freight by rail.</p>	<p>The provision of extensive enhancements involved major improvements to the routes to facilitate gauge clearance for the very large containers. Emerging technology in the form of new bogies allows carriage of large containers on lower gauge clearance routes than was previously the case. Both the improvements to the Highland Mainline (Project 17) and improvements between Aberdeen and the Central Belt (Project 23) include freight enhancements to improve speeds and address constraints.</p>
<p>It is considered that intervention D10 Reconfiguration of the National Rail Timetable under-estimates the potential impact on modal shift, particularly on the Highland Main Line where journey times are longer currently by train than for driving.</p>	<p>The National Transport Strategy, and its supporting document “Scotland’s Railways”, highlight the role of rail in providing;</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>This intervention is broadly supported though if no new infrastructure or rolling stock is proposed then intermediate stations are likely to suffer significantly reduced levels of service.</p> <p>This issue can be addressed through progressing the intervention with other complementary actions such as electrification and, in the context of the TACTRAN region, current work the Partnership is undertaking on the Tay Estuary Rail Study (TERS), in consultation with Transport Scotland, Network Rail and First ScotRail.</p>	<ul style="list-style-type: none"> • Fast, long distance passenger services between our major urban centres; • High quality commuter services into major areas of employment, education and leisure activities; and, • Rail freight services for regular high volume and generally long distance flows. <p>The service patterns that may be delivered in future to utilise any new rail infrastructure will be designed to support the objectives for the corridor identified in STPR.</p>
<p>TACTRAN supports intervention D11 (Strategic) Park & Ride/Park & Choose Strategy.</p> <p>TACTRAN has provided copies of the Regional Park and Ride Strategy to Transport Scotland and Scottish Government officials, and is keen to enter into early discussions on the scope for early development and delivery of the regional Park and Ride priorities which are identified within the STPR.</p>	<p>Comments noted. Discussions over the refinement of the detail of this proposal have already begun and the input from Tactran is welcomed.</p>
<p>TACTRAN is supportive of appropriate means of easing traffic flow and reducing the conflict between strategic and local traffic around Dundee by means of either Intervention <i>D19 Dundee Northern Relief Road – Bypass Option</i> or <i>D19 Dundee Northern Relief Road – A90 Upgrade Option</i> subject to more detailed consideration of, and consultation on, both options in accordance with STAG and the TACTRAN RTS.</p>	<p>The STPR identifies the hierarchy of maintaining and managing , then optimising then adding to the capacity of networks.</p> <p>Any consideration of a bypass around Dundee would be developed recognising this hierarchy and the principles of STAG.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>TACTRAN <u>does not</u> agree with the assessment of intervention E1 – Suburban Rail Services across Dundee. This assessment should have been based on the updated TERS proposals which emerged from development of the RTS, as previously advised to Transport Scotland officials during the early stages of the STPR process.</p> <p>The comment on page 131 of the Environmental Report is not accepted. The environmental impacts of enhanced rail services would generally not overlap with those accruing to the Dundee Northern Relief Road and therefore proceeding with both sets of interventions, as part of an integrated regional and national transport strategy (and subject to the above comments regarding the need for full consideration of the options identified under Intervention D19 above), is likely to generate greater net benefits, particularly in terms of air quality.</p>	<p>The development of interventions required to take cognisance of their fit with other interventions through the appraisal process. This is particularly the case for rail, where interventions around Dundee are heavily influenced by proposals for Aberdeen to the Central Belt. The tested intervention was therefore based on resolving study objectives and alignment with other schemes.</p> <p>The comments made above in terms of the strategic role of the rail network, as defined in “Scotland’s railways”, should be noted.</p>
<p>It is accepted that intervention E8 New Rail between Perth and Inverkeithing is unlikely to proceed.</p> <p>Nevertheless there is a need to consider measures to significantly improve line speeds to reduce Perth – Edinburgh rail travel times</p> <p>There is no evidence that the intervention would have an “adverse substantial contribution to the region’s population, its health and air quality”. The intervention would significantly improve these aspects but could have adverse localised impacts on the natural environment.</p>	<p>The environmental comments are noted.</p> <p>The National Transport Strategy, and its supporting document “Scotland’s Railways”, highlight the role of rail in providing;</p> <ul style="list-style-type: none"> • Fast, long distance passenger services between our major urban centres; • High quality commuter services into major areas of employment, education and leisure activities; and, • Rail freight services for regular high volume and generally long distance flows. <p>The reduction in Edinburgh to Perth travel times is highlighted in STPR and would be supported by service pattern enhancements and infrastructure improvements.</p>
<p>Enhancements between Mossend, Grangemouth and Aberdeen/Inverness.</p> <p>TACTRAN has concerns regarding the future stopping pattern for “fast” services to/from the north east, which seems to include stops at only Dundee, with a potential loss of connectivity at intermediate stations and the loss of direct “fast” services between Stirling, Perth and Dundee and to/from Stirling/Perth and Aberdeen.</p>	<p>The National Transport Strategy, and its supporting document “Scotland’s Railways”, highlight the role of rail in providing;</p> <ul style="list-style-type: none"> • Fast, long distance passenger services between our major urban centres; • High quality commuter services into major areas of

Summary of Consultation Response	How Consultation Response has been Addressed
<p>With regard to E7 it is believed that consideration should be given to enabling the operation of larger gauge “piggyback” wagons when upgrading rail infrastructure.</p>	<p>employment, education and leisure activities; and,</p> <ul style="list-style-type: none"> • Rail freight services for regular high volume and generally long distance flows. <p>The service patterns that may be delivered in future to utilise any new rail infrastructure will be designed to support the objectives for the corridor identified in STPR.</p> <p>The comments on E7 are noted.</p>
<p>TACTRAN notes the assessment for intervention E2 Co-locate Dundee Bus Station with Rail Station and agrees that it would be difficult to proceed with this proposal.</p> <p>However, TACTRAN is disappointed that the need to upgrade and enhance Dundee Railway Station, including a new station concourse, and also the opportunity to upgrade and provide improved multi-modal interchanges at Perth and Stirling railway stations, has been overlooked.</p> <p>Improving the quality of interchange facilities at all of these strategic nodes would support the wider objectives of both STPR and NPF2, and is considered to be a significant omission from STPR.</p>	<p>The measures described are primarily local and regional in their impact and do not offer significant improvements to strategic connectivity.</p>
<p>Moray Council</p>	
<p>Moray Council welcomes some of the proposals in the STPR, in particular the intention to improve the Aberdeen – Inverness rail service.</p> <p>There are a number of major disappointments in respect of road infrastructure projects required to serve the needs of this part of Scotland, including,</p> <ul style="list-style-type: none"> • major improvements to the A941 between Elgin and Dufftown, and • the A939 between Tomintoul and the A95, <p>It is the omission of A96 bypasses at Elgin and Keith, and the lack of recognition given to the vital role played by the A95 route linking Moray to the A9 which has given greatest cause for concern</p>	<p>Although the A95 provides a link between the A9 and Moray and has a relatively high percentage of heavy goods vehicles at 16%, it does not meet the criteria set out for inclusion as a nationally strategic corridor.</p> <p>The A941 and A939, similarly, do not meet the criteria set out in Report 1.</p> <p>Bypasses at Keith and Elgin were considered and shown not have sufficient merit to be included in the recommendations arising from the STPR.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>The STPR documents indicate that bypasses on the A96 at Keith, Elgin and Nairn were considered collectively as one package, and there was disappointment in Moray that Elgin, in particular, is not shown to have been examined separately on its own merits.</p> <p>The process which led to these decisions requires to be made transparent in some detail to the Council and other stakeholders.</p>	<p>When considering the work already undertaken to consider bypasses at three towns along the A96, the proportion of vehicles which currently uses the trunk road and which would be considered to transfer to any bypass is crucial.</p> <p>The work undertaken on behalf of HITRANS and HIE suggests that some 60% of the 20,277 AADT in Elgin would transfer to a bypass. This does not account for the origin or destination of the trips that may divert. There is also little evidence that the diversion curve formula was calibrated or validated to local conditions on the A96.</p> <p>The work undertaken on the STPR drew from a range of sources including the specially extended Transport Model for Scotland.</p>
<p>Please explain how flexibility is built into the STPR to enable Government to react to significant future changes in land use or other influencing factors in such circumstances.</p>	<p>The Scottish Government will continue to work with delivery partners including local authorities, regional transport partnerships and developers in progressing schemes not recommended within the STPR, seeking alternative methods of funding where practicable.</p>
<p>In the absence of an Elgin bypass, a programme of individual junction improvements within Elgin must be put in place without delay. Please confirm if the STPR does or does not in itself preclude other investment in road infrastructure at this level.</p>	<p>Traffic in Elgin is a subject that both Transport Scotland and Moray Council (along with other stakeholders) continue to discuss, but it is clear from the work undertaken for the STPR that the findings are robust and reflect the essential characteristics of the corridor.</p>
<p>Fife Council</p>	
<p>It is disappointing that there is no enhanced package within the STPR to support the Balanced Crossing Strategy to include Park & Ride/Choose sites and bus priority use of the hard shoulders between the new Park & Choose sites and the Forth Road Bridge.</p> <p>It is pleasing that the (Strategic) Park-&- Ride/Park-&-Choose Strategy includes all three of the park & choose sites (provision of facilities at Halbeath and Pitreavie on the M90 Corridor into Edinburgh, and at Forgan on the A92 Corridor into Dundee) which have been developed through SEStran and ourselves and I am very pleased that this work is being recognised. However, I consider that at just £25m, (about 1% of the total cost) the measures associated with the Forth Replacement Crossing should be included in the overall project costs.</p>	<p>The STPR reflects the ongoing work on the Forth Replacement Crossing and these interventions will be delivered in line with the approach being adopted for that intervention.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>The Inverkeithing to Halbeath Railway Line is a new scheme which has not been included in any local or regional strategies and planning documents to date.</p> <p>Fully supportive of all the benefits this type of scheme would bring, assuming there is no reduction in services to other Fife stations and look forward to working closely with Scottish Government/Transport Scotland on the development of this scheme.</p>	<p>The National Transport Strategy, and its supporting document “Scotland’s Railways”, highlight the role of rail in providing;</p> <ul style="list-style-type: none"> • Fast, long distance passenger services between our major urban centres; • High quality commuter services into major areas of employment, education and leisure activities; and, • Rail freight services for regular high volume and generally long distance flows. <p>The service patterns that may be delivered in future to utilise any new rail infrastructure will be designed to support the objectives for the corridor identified in STPR.</p> <p>Comments on future working are welcomed.</p>
<p>The Route Management project includes packages of work on various routes, including junction improvements, estimated cost of between £100m to £250m. Whilst this project includes the A92 on the Edinburgh to Dundee Corridor, it is unclear whether or not any improvements to the Redhouse Interchange have been included in the costing.</p>	<p>The Redhouse Roundabout operates relatively effectively at present. No nationally strategic operational issues have been identified for it.</p> <p>Should future development led proposals impact on its operational characteristics, it is expected that these will be addressed through the development control process.</p>
<p>The project to reopen the Levenmouth Rail Line to both passengers and freight was not considered a strategic project in the STPR, as the benefits were considered to be more focused on a local and regional level. This scheme is Fife Council’s top transport priority and £2 million has been committed over the next 2 years to develop the scheme.</p> <p>Government/Transport Scotland through the STPR, and Transport Scotland being the Rail Authority for Scotland, can you explain how such schemes can be implemented by either Local Authorities or Regional Transport Partnerships in the future?</p> <p>Ask that further consideration be given to the Levenmouth branch line and the reintroduction of passenger and freight services in the very near future.</p>	<p>In developing the next High Level Output Specification (HLOS) and future franchises Transport Scotland will give consideration to other rail interventions that would contribute to the objectives for this Government.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>The STPR suggests that the Cross Forth Ferry facilities project is unlikely to provide a significant impact at a strategic level to encourage modal shift and is more likely to address local and regional objectives. Whilst this may be understandable, it is nevertheless disappointing that it has not been singled out as a scheme worthy of national support.</p>	<p>The Cross Forth Ferry proposals are sifted into Appendix C.</p>
<p>Please advise why the Rosyth Bypass has not been considered as part the STPR?</p>	<p>The A985 is not included in one of the 20 strategic corridors identified for STPR.</p>
<p>Scottish Borders Council</p>	
<p>A number of the programmed schemes have either been constructed or in the process of being constructed. This gives the document a misleading feel in terms of the planned improvements for the transport network.</p>	<p>The STPR addresses measures beyond our current investment programme. It recognises the work being completed up to that time, but does not alter or refine the current programme.</p>
<p>Route management schemes for specific corridors are welcomed, but the lack of detail contained within this proposal is concerning.</p>	<p>The detail of these proposals will be refined and developed and this will involve discussion with local stakeholders.</p>
<p><u>Corridor 19: Edinburgh to North West England and Beyond</u></p>	
<p>We welcome the improvements schemes included within the report which aim to improve the A68 corridor. However, disappointed that there are no improvement schemes proposed for the A7 corridor within the Scottish Borders. The notable exception for this corridor is the A7 Selkirk Bypass.</p> <p>The Council requests that the A7 Selkirk Bypass be included within the list of schemes currently proposed for this corridor.</p>	<p>The A7 Selkirk bypass was considered as part of the STPR. It concluded that the Selkirk bypass would not have a significant impact on the objective established for this corridor of 'continuing reduction in accident rates and severity rates across the strategic transport network'. For the A7, the STPR has recommended a programme of active route management and targeted individual investments providing both safety and operational improvements.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>The Council does recognise that Project Five - Route management does propose improvements to various transport corridors, including the A1, A7 and A68 and the Council welcomes the inclusion of these routes within the STPR.</p> <p>It is disappointing to note that there is no specific detail associated with these plans currently available, noting that budget allocation has already been carried out for some existing schemes.</p> <p>The Council would ask Transport Scotland to work with SBC to provide a detailed account of proposed route management proposals for the A1, A7 and A68 transport corridors.</p>	<p>Again, the detail of these proposals will be refined and developed and this will involve discussion with local stakeholders.</p>
<p><u>Corridor 20: Edinburgh to North East England and Beyond</u></p> <p>Disappointing to note that the programmed schemes did not include any reference to the A1 corridor.</p> <p>This corridor is identified as a Strategic Transport Corridor in the National Planning Framework document and therefore should be offered some priority in terms of further development. Scottish Borders Council would like to see further dualling of the A1 corridor between Edinburgh and Newcastle;</p> <p>The Council would ask Transport Scotland to revisit the decision not to direct funding to further improve the A1 corridor.</p>	<p>The A1 corridor <u>is</u> included in Intervention 5 (route management of other corridors).</p>
<p>Also disappointing to note that there is no mention within the body of the document of potential improvements to the East Coast Main Line, including the potential development of a new rail facility at Reston in Berwickshire.</p>	<p>STPR intervention 12 – (Enhancing rail system capacity through targeted improvements) covers all of the strategic rail network in Scotland.</p> <p>As such, it may include improvements to this line, should there be a merit in undertaking these.</p> <p>The National Transport Strategy, and its supporting document “Scotland’s Railways”, highlight the role of rail in providing;</p> <ul style="list-style-type: none"> • Fast, long distance passenger services between our major urban

Summary of Consultation Response	How Consultation Response has been Addressed
	<p>centres;</p> <ul style="list-style-type: none"> • High quality commuter services into major areas of employment, education and leisure activities; and, • Rail freight services for regular high volume and generally long distance flows. <p>The preference for using existing services and stations/ terminals before considering the possible need for new ones is also highlighted. This is carried forward into STPR, and is reflected in its hierarchy of maintaining and safely operating existing assets, then making better use of existing capacity and lastly, developing targeted infrastructure improvements. Any new station proposals would be considered in line with this functional role.</p>
West Lothian Council	
<p>At an early stage in the STPR process, four projects in West Lothian were identified as being of potential strategic importance for the Scottish economy but were, for a number of not always obvious reasons, subsequently sifted out during the STAG process.</p> <p>We are confident that, if implemented, they would have significant potential for relieving the increasing pressure on the road and rail network along the M8 and M9 corridors and for reducing the number of single-occupancy vehicles on strategic routes such as the A71, A89, M8 and M9.</p> <p>We, therefore, ask for the following projects to be included for reconsideration in the STPR</p>	
<p>M8 and A71 Bus Priority Measures between Edinburgh Livingston and Bathgate (Intervention ID 34)</p>	<p>Such a facility may be delivered under the combined ITS/ P&R interventions (STPR interventions 8 and 9).</p>
<p>Priority Vehicle Lane on the M8 between Junctions 1 and 3 (Intervention ID 121).</p>	<p>Such a facility may be delivered under the combined ITS/ P&R interventions (STPR interventions 8 and 9).</p>
<p>Linlithgow Park and Ride</p>	<p>It is included, and will be considered as the Strategic Park and Ride/ Park and Choose intervention is taken forward.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
New Light Rapid Transit Line between Edinburgh and Livingston (Intervention 32)	This has no national significance and was discounted during the appraisal for STPR. No evidence has been offered to question the appraisal outcome.
South East of Scotland Planning Partnership	
The STPR should be amended to include LRT to southeast Edinburgh and the provision of rail freight connections to Rosyth. Both projects are important to the City Region and the national economy and would enhance Scotland's international economic competitiveness.	
New Light Rapid Transit Line to Southeast Edinburgh	The STPR appraisal has concluded that new tram/ LRT proposals in Edinburgh have local or regional impact.
Rail Freight Connections to Rosyth Port	Rosyth has rail connections. Options for adding more from the west were discounted. The Halbeath to Inverkeithing rail link (intervention 28) offers improvements for Rosyth and the surrounding area.
Scottish Association for Public Transport	
<p>The Association would urge adoption of the following changes:-</p> <ul style="list-style-type: none"> • a diversion of funding from major trunk road projects to lesser road, rail and other public transport schemes offering greater corridor and area benefits in phased packages • a shift of funding towards the promotion of energy efficiency, energy conservation and shifts to alternative fuels • enlarged funding for rail electrification within Scotland and Anglo-Scottish route development in the periods both to, and after, 2016 • enlarged funding for Regional Transport Partnerships (RTPs) and local councils for local public transport, travel plans, access and active travel 	<p>The majority of interventions proposed in STPR are rail based. Of the roads based interventions, the majority of these are focused on potentially phased packages of interventions, on corridors across the country.</p> <p>The Scottish Government is committed to the promoting of renewable energy and sustainable forms of electricity generation.</p> <p>The STPR has identified the electrification of the majority of the Scottish rail network as an intervention. This will be taken forward as future spending reviews and other priorities allow.</p> <p>The Scottish government has provided record levels of funding to Local Government and through the historic Concordat, offered unparalleled freedom in how this funding is utilised. Funding for Regional Transport Partnerships is generally included in this and local authorities should work within their RTP's to bring forward local or regional schemes they feel have sufficient merit.</p>

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<ul style="list-style-type: none"> introduction of borrowing for major transport projects against specified income streams 	<p>The Scottish Government currently does not have borrowing powers. This is a matter beyond the scope of the STPR.</p>
<p>Strategic Corridor Diagram p 3 Though this is indicative, it gives a misleading impression that freight movement within Scotland (and to England) relies heavily on the present Forth Road and Rail Bridges.</p> <p>In fact, neither have a substantial use for freight and the principal north-south freight corridor is, and will continue to be, the corridor via the M80, M73, M74, M6/A66 and the West Coast Main Line rail route from Perth via Gartsherrie/ Eurocentral to Gretna.</p> <p>Maps of Freight (and Passenger) Flows in 2007 and expected Flows by 2017 and 2022 would be preferable. An outline of forecasting methodology and assumptions should be included.</p>	<p>Figure 2.1 of the environmental Report illustrates the “National Strategic Transport Network”. It makes no presumption about mode share or route choice.</p> <p>The corridor analysis presented in STPR Report 1 makes clearer reference to the performance of the network, both now and in future.</p>
<p>South East Scotland Transport partnership (SEStran)</p>	
<p><u>Replacement Forth Crossing</u></p> <p>The proposal, as outlined in the Strategic Transport Projects Review (STPR), of a new replacement dual carriageway bridge for cars and lorries with old road bridge being retained for buses, taxis, etc complies well with the statements on this subject in our Regional Transport Strategy (RTS)</p> <p>SEStran considers that:</p> <p>the combination of old and new crossings should provide no more than the current two lanes in each direction available to single occupant cars;</p> <p>All new traffic lanes across the Forth need to be dedicated to buses and high occupancy vehicles (HOVs);</p> <p>Physical separate running lanes for mixed use of buses, HOVs and possibly HGVs should be considered, but as far as possible, flexibility should be maintained to enable full vehicle carrying capacity for traffic during periods of bridge maintenance; and</p>	<p>The STPR reflects the ongoing work of the Forth Replacement Crossing team.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>the promoter should be required to put in place a demand management and investment package that will seek to ensure that traffic in Edinburgh will remain at or below the levels that would be forecast without the additional crossing.”</p> <p>The basic concept outlined in the STPR for the replacement Forth Bridge aligns well with the above suggestions, albeit that the existing bridge is intended to be used for the public transport provision. The STPR includes the Intelligent Management of traffic on the M90/A90 along with potential use of HOV lanes, but it is unclear whether these measures will achieve the above intended aims.</p> <p>Before the objectives of the Framework can be delivered, confirmation is required on the ability of the old road bridge to continue to carry public transport, BRT and potentially trams.</p>	
<p><u>Edinburgh Airport Enhancement</u></p> <p>The building of a new station at Gogar to interchange with tram to the airport and the Dalmeny Chord to allow Glasgow services to call at Gogar, as referred to in the Framework and the STPR, is very much welcomed.</p> <p>The proposed tram link to the airport is mentioned but no mention is made of the direct road link from the motorway into the airport.</p> <p>The rail projects are committed to by Transport Scotland in the STPR but the proposed road link from the M8 has been discounted as a national priority, with the suggestion that, if it is shown to have specific merit locally or regionally through an effective appraisal process, that it be considered by the planning authority as part of development proposals in the West of Edinburgh Planning Framework area.</p>	<p>The proposed M8 to Edinburgh Airport road link is mentioned as intervention E10. Discussions over its inclusion on any access strategy for the airport are ongoing as part of the West Edinburgh Planning discussions.</p> <p>The rail proposals for Edinburgh airport are encompassed in EGIP, which is one of the 4 STPR priorities, while the proposed tram link is under development by City of Edinburgh Council.</p>
<p><u>Grangemouth Freight Hub</u></p> <p>The importance of Grangemouth as a freight hub and a focus of the nation’s petrochemical industry is recognised in the Framework. We welcome the commitment in the STPR to improve rail access and road access to the M9 and the A801 from Grangemouth.</p>	<p>The immediate priorities of the Forth Replacement Crossing and HLOS rail proposals are clear.</p> <p>Further prioritisation and programming will be carried forward in line</p>

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<p>This is reflected in the STPR but along with many transport projects in the SEStran area, no priority and indication of when these projects will be implemented gives concern that Transport Scotland will not provide the economic linkages required in an acceptable time frame. Therefore a timing commitment in Framework would have been welcomed.</p>	<p>with future spending reviews.</p> <p>Discussions have taken place with Falkirk Council on specific details of these proposals as part of the development of that Councils development plan framework.</p>
<p><u>Rosyth International Container Terminal</u></p> <p>We welcome the inclusion of improved road and rail access in this area within the Framework but although it is mentioned several times within the STPR, projects associated with access to Rosyth are not defined in any work package. Indeed rail freight connections to Rosyth Port have been specifically rejected in the STPR.</p> <p>This represents a major inconsistency between NPF2 and the STPR and casts doubt over the ability to develop Rosyth to the potential outlined in the Framework.</p>	<p>The Halbeath to Inverkeithing rail link provides improved rail access to Rosyth. Alternate rail access proposals for Rosyth were considered and dismissed on a variety of grounds.</p> <p>STPR and NPF2 have been closely interlinked both here and in other areas. NPF2, published in June 2009 does not name any specific proposal for road or rail improvement to the additional container capacity suggested for the Forth.</p>
<p>The Strategic Transport Projects Review indicate that the Government is intent on improving rail services between Edinburgh and Glasgow, with a potential reduction in travel time to 35 mins between the two cities.</p> <p>To achieve this various service and infrastructure improvements are required. Improvements in connectivity to Glasgow and the west are welcome but not to the detriment of services to and from intermediate SEStran communities.</p>	<p>The National Transport Strategy, and its supporting document "Scotland's Railways", highlight the role of rail in providing;</p> <ul style="list-style-type: none"> • Fast, long distance passenger services between our major urban centres; • High quality commuter services into major areas of employment, education and leisure activities; and, • Rail freight services for regular high volume and generally long distance flows. <p>This is carried forward into STPR, and is reflected in its hierarchy of maintaining and safely operating existing assets, then making better use of existing capacity and lastly, developing targeted infrastructure improvements. Future timetabling will be considered in this light.</p>
<p>The commitment in the Framework to the need for additional capacity at Waverley and Haymarket Stations is very much welcomed.</p>	<p>Edinburgh Waverley has been substantially improved and the proposals to upgrade Haymarket are in keeping with work being</p>

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<p>SEStran notes that unfortunately the STPR concentrates on investment at Haymarket rejecting any further major expansion of Waverley.</p>	<p>proposed by City of Edinburgh Council and Transport Scotland and reflects the growth of western Edinburgh.</p>
<p>The improvement of rail services from Edinburgh to other cities in Scotland, such as Aberdeen and Inverness referred to in the Framework, is also welcomed as long as reduced journey times do not mean reduced services to SEStran communities.</p> <p>There is reference in the STPR to a new rail line between Inverkeithing and Halbeath which will potentially improve travel times between Edinburgh and Inverness/Aberdeen and on which further clarification needs to be sought.</p>	<p>Scotlands Railways highlights the overall role of the national rail system. The servicing of intermediate stations on routes will be considered in terms of the objectives for that route and the network as a whole.</p> <p>The request for clarification on the Halbeath to Inverkeithing rail line is noted. When this intervention is taken forward, discussions will be held with relevant stakeholders.</p>
<p>It is disappointing to note that any further investment in Edinburgh Trams has been rejected within STPR as a national scheme.</p>	<p>The Scottish Government has committed £500 million to the development of Edinburgh Tram. The proposed additions to the tram network have local or regional impact and, consequently, are not appropriate for consideration in STPR.</p>
<p>There is no mention in the STPR of the Edinburgh Orbital BRT project being developed by SEStran, linking these park and ride sites and major peripheral destinations.</p>	<p>Interventions 8 and 9 of the STPR, (Defining Strategic park and ride and use of ITS) should be read in combination to define a context within which proposals for A720 bus measures may be further considered. Para A.78 of STPR Report 4 specifically highlights the possibility of managed lanes, potentially for bus use.</p>
<p>The development of ferry and Hovercraft services on the Forth is mentioned several times in the Framework, but have been rejected in the STPR.</p>	<p>The Cross Forth Ferry proposals are sifted into Appendix C.</p>
<p>We support the strengthening of east coast rail links to Newcastle and also support the development of High Speed Rail to London as improving the Regions links to England and specifically London, although no specific commitment is made to delivering this in the STPR.</p>	<p>Paragraphs 3.98 – 3.101 of the STPR Report published in conjunction with this Post Adoption Statement outline the Scottish Government’s position in respect of cross border connections.</p> <p>The National Development for High Speed Rail included in NPF2 offers further context for the work already being undertaken on HS2.</p>
<p>There are many positive proposals in this document for the development of important strategic transport projects in the SEStran area.</p> <p>SEStran is disappointed that the STPR did not prioritise projects or commit funding to</p>	<p>The immediate priorities for the STPR are the Forth Replacement Crossing and 3 HLOS rail proposals.</p> <p>The Forth Replacement Crossing is one of the national</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>projects which are identified in the NPF and the RTS as achieving national aims and objectives.</p> <p>SEStran notes that delivery of key transport linked aims and objectives of the Framework within a reasonable timescale may be prejudiced unless the Scottish Government and Transport Scotland commit to funding and target delivery dates.</p>	<p>developments while the rail proposals are committed via the HLOS process.</p> <p>Further priorities will be delivered in line with future spending reviews and other priorities.</p>
<p>Selkirk Community Council & Selkirk Regeneration Group</p>	
<p>In responding to the STPR, we would wish to draw your attention to the significant negative environmental consequences of the omission of the proposed Selkirk A7 Bypass, which are detailed and highlighted within the following discussion paper.</p> <p>The Community of Selkirk wishes the ultimate need for a by pass to be acknowledged in the Transport Plan and for survey work to be undertaken in order to establish the optimum line of the route.</p>	<p>The A7 Selkirk bypass was considered as part of the STPR. It concluded that the Selkirk bypass would not have a significant impact on the objective established for this corridor of 'continuing reduction in accident rates and severity rates across the strategic transport network'. For the A7 the STPR has recommended a programme of active route management and targeted individual investments providing both safety and operational improvements.</p>
<p>Mount Vernon Community Council</p>	
<p>My original concern as a Mount Vernon resident was that after being led to believe that electrification of our local service (Glasgow - Whifflet) was on the way, we found that there was no commitment to it in the STPR.</p> <p>I also share the concern expressed by many others that there is no explicit support in the STPR for the Glasgow Crossrail scheme, and have enclosed a note I drew up on this subject, albeit one originally intended for a different readership.</p>	<p>STPR intervention 6 (Further Electrification of the Strategic Rail Network) includes specific reference to Whifflet in phase 2 of the intervention. STPR Report 4, p72 highlights this.</p> <p>Glasgow "Crossrail" was dismissed as a stand alone intervention as it does not achieve the step change necessary to delivery significant improvements for Glasgow and the west of Scotland. It does not, for instance, create the additional terminal capacity necessary to allow additional service to be run to Ayrshire, Inverclyde or to Aberdeen or Inverness.</p> <p>The West of Scotland Strategic Rail enhancements (Intervention 24) are intended to address the capacity problems at Glasgow Central and Queen Street <u>and</u> offering additional strategic connectivity, whilst improving connections in and around Glasgow. Discussions on the detail of the likely interventions are already underway with Strathclyde Partnership for Transport and Glasgow City Council.</p>

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Living Streets	
<p>The lack of detailed consideration on the health impacts of the proposed interventions is a significant omission. The absence of consideration of active travel modes is to be regretted.</p> <p>The proposed STPR interventions increase the requirement for a comprehensive effort to increase walking levels in our towns and cities.</p> <p>Our key response regards the lack of consideration given to the health impact of the transport interventions.</p> <p>We would disagree with the contention that the interventions tend to have a marginal impact on human health.</p> <p>Development of new roads can have a major impact on encouraging greater car use and sedentary behaviour, increasing traffic levels, air pollution and increasing the risks to vulnerable road users.</p> <p>Conversely, it is possible that there will be health benefits from encouragement of public transport use and subsequent increase in walking levels to and from stations, as well as tackling air pollution hot spots by diverting traffic.</p> <p>The lack of consideration given to measuring the health impact of the interventions is illustrated by the inconsistencies in the assessments of effect.</p> <p>Ask that this is given far greater consideration as work on STPR goes forward. As it currently exists, we believe the STPR makes an inadequate response to one of the three main National Transport Strategy objectives of:</p> <ul style="list-style-type: none"> Reducing emissions, to tackle the issues of climate change, air quality and health improvement. <p>While we welcome a long term approach to transport planning, we believe that insufficient attention has been paid to active travel modes.</p>	<p>Health considerations have been included. Health Scotland were added to the list of statutory Consultees and contributed to the scoping of the SEA for STPR.</p> <p>The STPR was not specifically remitted to consider active travel modes. They are covered by the NTS.</p> <p>However, impact on these modes will form part of the mitigation and monitoring strategy where appropriate.</p> <p>The promotion of public transport, primarily rail is a central component of the STPR. The majority of recommendations arising from it are rail based or involve improvements to ticketing, timetabling and capacity of the rail network.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>STPR therefore is the first step and we believe the next stage of work on the proposed interventions must include how the interventions can influence walking levels (as well as cycling) to help tackle the health challenges facing us.</p>	
<p>Chartered Institute of Logistics and Transportation (CILT)</p>	
<p>It is difficult to take exception to the proposed developments but there is little indication of relative priority and little apparent linkage to professional transport planning.</p> <p>Clearly the projects included reflect modelling conclusions but there is little evidence of stakeholder consultation with Local Authorities, RTPs and other organisations.</p> <p>A particular concern is that the STPR appears before the National Freight Model is complete.</p>	<p>The priorities for the STPR are clear. These are the Forth Replacement Crossing and the HLOS rail schemes of EGIP, the Highland Mainline Improvements and Aberdeen to Inverness Rail improvements. Subsequent priorities will be brought forward in line with future spending reviews.</p> <p>The STPR is derived from the NTS, which was subject to extensive engagement. The STPR itself was subject to stakeholder engagement through reference groups. Engagement and discussion are currently ongoing with various agencies on interventions and their potential to support various development plan proposals.</p> <p>The STPR proposals were subject to intensive discussion with freight colleagues. This discussion is illustrated in Chapter 3 of STPR Report 4.</p>
<p>In the present financial climate, it is felt that the affordability of the projects needs to be considered together with the timescale over which they can be achieved.</p> <p>Indeed, if economic growth is likely to be lower than forecast it may be sensible to re-evaluate the net present value of the projects using the STAG process.</p> <p>The lower forecasts of traffic growth, whilst welcome indicate a potential for lower future growth. This could result in adjustments to priorities or some projects dropping out of the frame.</p>	<p>The priorities for the STPR are clear. These are the Forth Replacement Crossing and the HLOS rail schemes of EGIP, the Highland Mainline Improvements and Aberdeen to Inverness Rail improvements.</p> <p>Subsequent priorities will be brought forward in line with future spending reviews.</p>
<p>There has been concern expressed before about the level of revenue expenditure available for transport infrastructure. This issue is still a concern given the high proportion of revenue expenditure on trunk roads currently taken up by interest payments, including PFI commitments. This factor extends to local authorities where the road infrastructure is not being maintained to the highest quality. Maintaining</p>	<p>Local roads maintenance and its funding is a matter for local authorities. The Scottish Government has provided record levels of funding to them for service provision and unparalleled freedom in its use through the Concordat.</p>

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<p>appropriate revenue budgets for local authorities and continuing to give them access to adequate capital is seen as very important.</p>	
<p>Necessary local transport investment should not suffer because of STPR commitments and RTPs should receive long-term funding commitments.</p>	<p>The Concordat between Local Government and the Scottish Government allows local authorities to work in conjunction with Regional Transport Partnerships and other agencies to deliver project of local or regional significance.</p> <p>The STPR is focused on infrastructure or services that fall within the responsibility of the Scottish Government to fund directly.</p>
<p>It is felt that insufficient attention is paid to sustainability in the face of potential threats from climate change, terrorism and security of energy supplies.</p> <p>There is a need to ensure that sufficient funds, both revenue and capital, are available, possibly at short notice, to ensure that the existing critical communication links, including life-line ferry services, are robust in the face of such threats.</p> <p>Similar robustness is required of key items which may be at risk from terrorist threats.</p>	<p>Comments on climate change sustainability are presented in table 3.1 of this Report. The Scottish Government's Climate Change Bill has set challenging targets for emissions reductions in future years.</p> <p>The Scottish Government is committed to promoting renewable energy sources and these may play a role in supporting carbon reductions arising from the delivery of, for instance, a greater use of electrified rail rolling stock.</p> <p>Security and terrorism comments are noted. These are beyond the defined scope of the STPR and are more properly considered by other means.</p>
<p>It is noted that electrification of parts of the rail network is contemplated. This is welcome since it extends the range of fuels available to move freight and passengers, in particular, increasing the potential for renewable sources to be utilised.</p> <p>In assessing the case for rail electrification, it is hoped that account is taken of the potential for regeneration and transmission losses and the costs associated with new long distance transmission lines which may be required, particularly if the private utilities are unwilling to invest in these.</p>	<p>The details of power sources that may be used to operate electric trains has not be defined. The environmental assessment work undertaken makes no presumption, therefore, of the scale of improvement that may be achieved.</p> <p>The Scottish Government is committed to promoting renewable generation and it is working to increase the proportion of electricity supplied from these sources.</p>
<p>It is noted that there is no provision for a high speed rail link to the south. Given that this could take off from south of the border, there is a need to engage with the UK Government to ensure that compatible schemes are built from north and south.</p>	<p>Paragraphs 3.98 – 3.101 of the STPR Report published in conjunction with this Post Adoption Statement outline the Scottish Government's position in respect of cross border connections.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>To avoid delay in completion, at least to the Central Belt, sufficient funds must be available during the period of the Review from the Scottish Government Budget to pay for the section within Scotland.</p>	<p>The National Development for High Speed Rail included in NPF2 offers further context for the work already being undertaken on HS2.</p>
<p>It would have been helpful in the presentation if the performance of each project against STAG or other evaluation criteria had been set out. This could be particularly important if the available finance requires a delay in the implementation of some projects. Certain projects such as the second Forth Crossing and rail electrification may be regarded as sufficiently important to be placed at the top of the list under any future financial scenario.</p>	<p>The Option summary tables published as part of STPR Report 3 set out the performance of the interventions against STAG criteria.</p> <p>The STPR priorities are the Forth Replacement Crossing and HLOS rail proposals of EGIP, Highland Mainline improvements and Aberdeen to Inverness Rail Improvements.</p>
<p>Cumbernauld Commuters Association</p>	
<p>My committee is most aggrieved that the possible provision of Glasgow Crossrail, mooted since the GGPTTE plan of 1968, appears to be stalling YET AGAIN!</p> <p>The benefits of such a link for rail travellers to/from the west of Scotland to Edinburgh & the North/North East are unquestionable!</p> <p>In this day and age of major concerns for global warming, pollution and fuel consumption it is unbelievable that such a valuable and READY BUILT asset is being 'ignored'!</p> <p>As for a new tunnel under Glasgow - this 'proposal' beggars belief when the aforementioned resource is ALREADY available and connected (albeit via some abandoned but WHOLLY reusable lines) to the existing rail network!</p> <p>We sincerely trust that such assets will not be ignored and left to rot and that GLASGOW CROSSRAIL will regain its rightful place on the transport agenda!</p>	<p>Glasgow “Crossrail” was dismissed as a stand alone intervention as it does not achieve the step change necessary to delivery significant improvements for Glasgow and the west of Scotland. It does not, for instance, create the additional terminal capacity necessary to allow additional service to be run to Ayrshire, Inverclyde or to Aberdeen or Inverness.</p> <p>The West of Scotland Strategic Rail enhancements (Intervention 24) are intended to address the capacity problems at Glasgow Central and Queen Street <u>and</u> offering additional strategic connectivity, whilst improving connections in and around Glasgow.</p> <p>Discussions on the detail of the likely interventions are already underway with Strathclyde Partnership for Transport and Glasgow City Council.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
Railfuture Scotland	
<p>There is a variety of public transport related projects in the Review and this is a welcome development. However, there are several projects which have been omitted and we would ask that these projects should be re-considered as they are a better fit with the STPR vision.</p> <p>These schemes should include the projects that are included in Network Rail’s Route Utilisation Strategy together with the network outputs included in tier 3 of the Transport Scotland High Level Output Statement (HLOS) that are not already included in the STPR. It is understood that the content of tiers 1 and 2 of the HLOS are not included in the STPR as the associated funding is already committed. In addition the following projects should be re-considered for inclusion in the STPR on the grounds that they meet the Scottish Government’s aspirations with the most favourable environmental impact.</p> <ul style="list-style-type: none"> • Glasgow Crossrail – the links should include the existing City - Union Line, together with a new west turning curve to facilitate a direct connection with Queen Street Low Level Station and the restoration of the former Strathbungo link to the East Kilbride / Barrhead lines. • Further extension to Edinburgh Tram • Rail link to St. Andrews • Dornoch Firth Rail Crossing • Edinburgh Suburban Rail 	<p>Glasgow “Crossrail” was dismissed as a stand alone intervention as it does not achieve the step change necessary to delivery significant improvements for Glasgow and the west of Scotland.</p> <p>The West of Scotland Strategic Rail enhancements (Intervention 24) are predicated on addressing the capacity problems at Glasgow Central and Queen Street and so offering additional strategic connectivity, whilst improving connections in and around Glasgow by one of several means.</p> <p>Further extension of Edinburgh tram will only be of local or regional benefit and, as such, was discounted from STPR. The Scottish Government has committed £500 million to the delivery of the current tram proposals.</p> <p>The Rail link to St. Andrews has local or regional benefit and did not emerge as a priority for investment on STPR.</p> <p>The proposed Dornoch Rail Crossing was considered and dismissed as a intervention offering poor value for money.</p> <p>The Edinburgh South Suburban Rail proposal has been considered previously and shown not to have operational merit.</p>
A Mulhern	
<p>Concern at definition the Highland Rail Network as only certain parts of the Far North Line, and routes from Inverness to Aberdeen, Edinburgh and Glasgow.</p>	<p>The STPR has considered strategic road and rail corridors across the country and recommended interventions on the basis of this assessment. It did not exclude consideration of wider parts of the rail network.</p>
<p>Also, unhappy at lack of investment for the West Highland Lines? The FoWHL group proposed removing, where possible, some of the tight curves and allowing speeding up of some sections of the line. Has this been studied?</p>	<p>The STPR has identified a number of interventions, including “Rail system Enhancements” (Project 12) and “maintenance and safe operation of Scotland’s rail network” (Project 2) which offer potential</p>

Summary of Consultation Response	How Consultation Response has been Addressed
	<p>benefits for the west highland line and other routes.</p> <p>The details of the improvements that may be delivered have yet to be defined.</p>
No commitment either for improving rail freight on the West Highland routes	Again, the interventions outlined offer scope for such improvements.
Highlights HGV's impacts on road network and questions reasons for investment in road vs rail networks.	The STPR has considered both road and rail networks and recommends interventions most effective in meeting the issues highlighted for each.
Concern over timetable regularity, reporting of safety issues surrounding public transport and comments on car park capacity.	The STPR identifies timetabling improvements across Scotland and highlights the potential for improvements to the rail network to increase reliability.
D. Martin	
<p>No attempt to rank these [interventions] in any order of importance, or consider where priorities might conflict. Unless Climate Change can be arrested, worrying about Biodiversity becomes academic. Global Warming due to human-generated emissions of Greenhouse Gases is by far the most important challenge we face.</p>	<p>Ministers have identified the Forth Replacement Crossing and HLOS rail proposals (Edinburgh – Glasgow Rail improvements, Highland Mainline improvements and Aberdeen to Inverness Improvements) as the most pressing priorities.</p> <p>Other rail and road maintenance proposals will be developed and taken forward by other means, for instance ongoing road safety works, rail maintenance programmes, whilst work is ongoing to develop prioritisation for other interventions.</p> <p>The Scottish Government's Purpose is to promote sustainable economic growth and the STPR has been conducted in support of this.</p>
<p>Analysis of the effect of Road Improvement works makes no reference to the rule that traffic expands to fill the space available.</p> <p>Thus a road scheme which might appear to reduce emissions by allowing traffic to move at a steady, more economical speed will in fact result in an increase in emissions from the increased traffic.</p>	<p>The modelling of infrastructure improvements has taken place and the results reflect this.</p> <p>The STPR is not a roads focused document. The majority of interventions are rail based, whilst most of the roads based proposals seek to manage or optimise existing capacity or improve safety and operational characteristics by targeted interventions.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>Surprised that STPR does not make strong criticism of the both the proposal to upgrade the A96 between Nairn and Inverness, and of the A9 from Perth to Inverness.</p> <p>The problems of traffic in the Inverness area are a result of planning decisions, allowing the creation of low-density housing estates on green-field sites.</p> <p>If the link needs extra capacity, then either the railway line should be doubled, or even a segregated tram or guided bus route via Dalcross be constructed.</p>	<p>The STPR has considered a number of proposals for the Inverness area and specifically excluded proposals for fully dualling the A96 or completing the western section of the A9 – A82 link.</p> <p>It promotes less extensive, but none the less significant improvements to the A96, a new rail station at Dalcross and Kintore and confirms the Scottish Government’s commitment to dualling the A9.</p> <p>Significant improvements to the Highland Mainline and Aberdeen to Inverness line are also included, further reflecting the STPR’s promotion of public transport options.</p>
<p>The last few miles of the A9 from Daviot into Inverness is already a dual carriageway, but there are five at-grade junctions within one mile. Money should be spent on the secondary roads so that these junctions can be replaced by a single grade-separated junction.</p> <p>Happy that a third lane be constructed at regular intervals to ease frustration by allowing slower vehicles to be overtaken. It may even be that some sections should be dualled through grade-separated junctions. However I also feel that a single 60 mph speed limit be established along the whole route, with average speed cameras for enforcement. Such a plan of work would increase safety while having little effect on capacity and probably reducing emissions by reducing the maximum speed of vehicles and letting them proceed at a constant speed.</p>	<p>Note comments on A9 upgrade and junction improvements.</p> <p>The posted speed limit on the A9 is already 60 mph for cars etc, but is lower (40mph) for HGV’s, including on the dual carriageway sections. Various safety initiatives have already been undertaken, including the grade separation of the Ballinluig junction and provision of 2+1 sections at various points on the route.</p>
<p>In the same way, the (re)construction of sections of the A82, essential for safety reasons, will inevitably encourage some additional traffic, but this should definitely not be the raison d’etre of the work.</p>	<p>The A82 Route Action Plan is already being implemented and the STPR builds upon the work being undertaken.</p>
<p>M. Roberts</p>	
<p>Wondering whether there are any potential timescales to start the route selection for these [interventions] and for that matter and of the other potential schemes that are outlined within the STPR?</p> <p>Appreciates that these things do take time and that there is much groundwork to do</p>	<p>Work to further develop the interventions and their delivery timescales is ongoing. The immediate priorities of the HLOS rail schemes of EGIP, Highland Mainline and Aberdeen to Inverness Rail Improvements and Forth Replacement Crossing are being developed.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>before final route options are selected, but believes that the schemes highlighted are an extremely good representation of what Scotland needs in order to continue to develop its transport infrastructure.</p>	<p>Work on other interventions is also being initiated.</p>
<p>V. Allen / W. Rodger</p>	
<p>The nominal horizon for this Review is 2022 i.e. a 13 year period. That compares with the National Planning Framework with a horizon of 2030 which itself cites STPR as a major input. Transport infrastructure will be expected to last for many decades so 13 years appears short.</p> <p>The overall impression is of a plan which projects “business as usual”, catering for the more apparent crises which that presents, but not pushing its ambitions much beyond a bigger and better version of the present.</p>	<p>The STPR is designed to support the delivery of the National Transport Strategy and the Scottish Government’s Purpose. It covers the period beyond the current capital programme. The STPR is not a policy statement and is instead reflective of the outcomes identified in each of these strategies, and the assessment conducted in its undertaking.</p> <p>It sets out a visionary series of proposals, including step change in the west of Scotland’s rail network, electrification of the majority of the country’s rail network and recasting of the national rail timetable.</p> <p>The timeframe quoted is reflective of the availability of data and modelling tools allowing as quantitative assessment of future network conditions.</p>
<p>While all the projects have merit, this does not mean that they represent the best investment in transport infrastructure. The impression is gained that they almost select themselves on the grounds that each represents progress against a very current issue. Here again this implies a (relatively) short term perspective which may store up problems for the medium term and potentially incurs significant opportunity cost for the longer term.</p>	<p>Again, the STPR is set in a wider context and specifically remitted in supporting existing strategies.</p> <p>The planning horizon is a realistic one in terms of meeting likely challenges, rather than an arbitrarily selected one which would offer no foundation in evidence led appraisal.</p>
<p>Against the background of an expected 20% shift of population from west to east (NPF2) current concerns regarding the second Forth Crossing cannot be too heavily emphasised.</p> <p>However there are other consequences of that migration, not least of which will be increasing congestion within the entire West Edinburgh – Dunfermline – Falkirk Triangle. Moving freight volume onto rail will, on current projections reach the limit of Scotland-England capacity by 2014.</p>	<p>The STPR was remitted to identify those proposals that might be delivered or substantially supported by the Scottish Government. Cross border rail services do not fall into this category as the primacy of delivery lies with the Westminster Parliament. The STPR and NPF2 illustrate the Scottish Government’s position on cross border links.</p> <p>Scottish Ministers have undertaken to work with Westminster on such matters of common interest and the STPR reflects this.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>The opening of a possible new high speed, north / south passenger route between Scotland and the South of England, with a likely ten year lead time, as has been thought by others, would expand freight capacity on existing track. The strategy appears to have little to say on this point.</p>	<p>The proposals for step change in the west of Scotland’s rail capacity make specific reference to the possibility of using some of the terminal capacity released for High Speed rail.</p> <p>The population figures underlying the modelling used are consistent with other national models.</p>
<p>Testing the [STPR] Strategy against various scenarios appears to comprise of primarily sensitivity testing (e.g. fuel pricing, inward migration).</p> <p>The full scope of a scenario exercise would alter fundamentals with a view to gaining understand about how/whether the strategy might also survive as a useful one in quite different futures.</p> <p>A longer term perspective would be beneficial in counterbalancing the quite reactive position which STPR has been forced into. This would also offer scope for a more meaningful discussion around future scenarios, such as the approach taken by “Foresight”, a group of experts advising the UK Government on future trends.</p>	<p>As noted above, it is neither possible nor practical to adopt a longer term planning horizon.</p> <p>The STPR was specifically remitted to support the national transport strategy and its conduct is based around evidence led appraisal, rather than from a basis of anticipating scenarios.</p> <p>Alternatives have been considered and these are discussed in STPR Report 4 and the Environmental Report.</p>
<p>Quite rightly, the strategy tests against a Climate Change scenario. However it is not clear how radical that is nor what indirect impacts are modelled. Perhaps the most difficult to call – though undoubtedly the area will be extremely active – is the human response.</p> <p>It is not inconceivable that synthetic fuel (without the recent undesirable side effects of bio-fuels) could ensure cheap, sustainable fuel by 2022. Such an outcome would exacerbate the already emerging congestion issue noted earlier.</p>	<p>Again, the STPR is an evidence based assessment, rather than a consideration of theoretical outcomes at an undefined time in the future.</p>
<p>Current developments in private vehicle technology point in the direction of a connected network of intelligent modules.</p> <p>The effective capacity of a fixed length of road would be multiplied and might provide part of an answer to the congestion issue. Compact cities with heavy duty electronic infrastructure for the inhabitants personal transport would then be connected with highly efficient mass transit systems.</p>	<p>Evidence on the future development of vehicles is not conclusive to the extent that a policy response can be developed around it.</p> <p>Also, the STPR is specifically required to address the issues affecting all of Scotland and must, therefore allow for proposals accessing our remoter communities. This is not an outcome that can be delivered by accommodating an untried approach that may be applicable in any event only to densely developed urban areas.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>Emphasis needs to be given to the generic role of the multi-modal, passenger handling, transport interchange as crucially important nodes within the transport network. These nodes need to be planned as an integral part of wider areas zoned for future high density / mixed use development.</p>	<p>The STPR recognises the role of mode shift and passenger handling. It identifies proposals to support these, including the development of Haymarket station, which reflects the ongoing emergence of the surrounding area as a development</p>
<p>European integration is a further significant trend which could usefully contribute to longer term scenarios. Such scenarios could envisage a more radical set of futures for Scottish land use.</p> <p>Significant biomass industry is cited within NPF2 as a distinct possibility by 2018. The consequences for Scottish freight could be enormous. Especially against the background of increasing European integration e.g. Irish interest in a connection to Scandinavia via the Caledonian Canal, ought we to be thinking of obtaining value more from the east coast's sea routes?</p> <p>If congestion on the north/south overland route hits a rail capacity threshold by 2014 (and arguably a road capacity threshold even now) the need may become acute. Under this scenario, modal integration would become even more important than STPR already recognises. Should Scotland tie its economic wellbeing to the maintenance of the land-bridge via England?</p>	<p>The STPR is not remitted to considered ferry, canals, marine freight or air services.</p> <p>It does highlight the role of connections to ports and airports, but cannot make recommendations on matters that are more properly the preserve of other strategies.</p>
<p>Scotland appears to have escaped the recent prognostications of a declining population – largely through inward migration.</p> <p>The circumstances which gave rise to that effect may now be at an end. While one would certainly wish the Scottish Government well in its target to exceed those projections, there should be some recognition of the statistical basis on which they rest and the weakness of a straight linear projection of endogenous variables into the future.</p> <p>Might a declining population, reversal of the energetic East European component of that, and the emigration associated with the fallout of 2008's Credit Crunch mark the end of a golden time? If developer contributions dry up, urban public transport infrastructure will find it difficult to regain momentum. A city with weak public transport and in an expensive fuel environment might slip into a vicious cycle of ghettoising. Not a scenario we'd wish – so worthwhile planning to avoid.</p>	<p>The delivery and maintenance of local and regional public transport is a matter for the relevant local and regional authorities.</p> <p>The Scottish Government is working with these agencies to deliver it's Purpose and has established a number of key strategic outcomes supporting the Purpose.</p> <p>The planning scenarios underlying the STPR are consistent with those adopted nationally and would only change in response to a wider reconsideration of the nations development.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
Dundee Green Party	
<p>Co-locate Dundee Bus Station with Rail Station</p> <p>The environmental report states that 'There are few environmental benefits associated with co-locating Dundee bus station and rail station'. At the same time, the STPR Report 3 states that the measure would 'significantly contribute towards the objective 'to improve bus/rail interchange opportunities'', which should be clearly environmentally beneficial.</p> <p>The current distance between the bus and rail station makes it very inconvenient to transfer between the two. This would be clearly environmentally beneficial.</p> <p>The environmental report mentions the problem with removing existing connections between local and strategic bus services. We believe this is a flawed argument since there is no reason the existing local bus routes could not be reconfigured to preserve the connection between local and long distance buses after a relocation of the bus station.</p> <p>The conclusion should therefore be that co-location the bus and rail stations and improving connections between trains and local buses would be environmentally highly beneficial.</p>	<p>The construction works and additional bus mileage resulting in relocating the bus station create environmental disbenefits.</p> <p>The assessment that this intervention offers no environmental benefits and would be difficult to achieve is supported by the relevant regional transport partnership.</p>
<p>Rail Service Enhancements between Aberdeen, Dundee, Edinburgh and Glasgow</p> <p>We have got two questions related to this proposal:</p> <ul style="list-style-type: none"> • Will there be enough passengers to fill the trains when they do not stop at intermediate stations, and • will there be changes to the level of service to intermediate stations because of this scheme? <p>If the intermediate stations are to be served less frequently, this will clearly contribute negatively to the environment.</p>	<p>The National Transport Strategy, and its supporting document "Scotland's Railways", highlight the role of rail in providing;</p> <ul style="list-style-type: none"> • Fast, long distance passenger services between our major urban centres; • High quality commuter services into major areas of employment, education and leisure activities; and, • Rail freight services for regular high volume and generally long distance flows. <p>This is carried forward into STPR, and is reflected in its hierarchy of maintaining and safely operating existing assets, then making better use of existing capacity and lastly, developing targeted infrastructure improvements. Future timetabling will be considered in this light.</p>

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<p>Railfuture Scotland</p>	
<p>It is the contention of Railfuture Scotland that the emphasis on major road building in the STPR will have a detrimental effect (on some greater than others) on each of the environmental topics listed in the baseline assessment. Major road building will also make it impossible for Scotland to meet existing or future emission standards.</p>	<p>Of the 29 interventions recommended by the STPR, 14 are totally rail based, another is primarily rail based (Grangemouth access improvements) and others address integrated ticketing, bus based LRT and park and ride/ park and choose facilities. Consequently, the majority of interventions recommended from the STPR are not roads based. There is no focus on “major road building”.</p> <p>Only 3 interventions propose significant upgrades to existing road corridors (A9, A96, A90 at Dundee), 1 replaces an existing corridor and 7 propose maintenance and management of existing corridors. The strategic road safety plan addresses safety issues where these are identified on the road network.</p> <p>Of the 4 immediate priorities for STPR, 3 are rail proposals (EGIP, Highland mainline and Aberdeen to Inverness rail improvements) and 1 (Forth Replacement Crossing) replaces current infrastructure without providing additional car based carriageway capacity.</p>
<p>In particular we would request that the following schemes be <u>deleted</u> from the STPR. These schemes are included in interventions:</p> <ul style="list-style-type: none"> • D14 Part 1 - (Project 16); • D14 Part 2- (Project 16); • E6; • E16; • D16 - (Project 18); • D25 Part 1 - (Project 24) the Glasgow Tunnel proposals only; • Duplicate Forth Road Crossing – (Project 14). 	<p>Alternatives to the A9 and A96 upgrades were considered and dismissed for the reasons shown in Chapter 4 of this post adoption statement.</p> <p>The Forth Replacement Crossing is progressing on its own workstream. This work includes more project focused environmental assessment.</p> <p>The proposals for a tunnel are currently being discussed with SPT and Glasgow City Council. They will be dismissed if it is shown that alternatives are better at meeting the objectives or if feasibility work concludes that they are more practical.</p> <p>The interventions arising in Appendix E are not recommended from STPR.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>Railfuture Scotland believes that Scottish Government's aspirations for the STPR - to improve journey times and connections, to reduce transport related emissions, to improve the quality and accessibility of transport - together with the requirements of future legislation can be met by placing more emphasis on public transport schemes. An example of this in the Review document is Project 24 where reference is made to cross-city travel in Glasgow and the prospect of a metro - light rapid transit. We support this approach in <u>conjunction</u> with the Crossrail Scheme rather than the Glasgow Tunnel proposal. The scheme we support will give all the benefits of the tunnel proposal at a significantly smaller cost and with significantly less environmental impact.</p>	<p>Glasgow "Crossrail" was dismissed as a stand alone intervention as it does not achieve the step change necessary to delivery significant improvements for Glasgow and the west of Scotland.</p> <p>The West of Scotland Strategic Rail enhancements (Intervention 24) are predicated on addressing capacity problems at Glasgow Central and Queen Street and offering additional strategic connectivity, whilst improving connections in and around Glasgow</p> <p>Discussions are ongoing between Transport Scotland, SPT and Glasgow City Council on the refinement of the West of Scotland proposals.</p>
<p>In order to achieve the likely requirements of the future Climate Change (Scotland) Bill and to support wider efforts to reduce emissions from the transport sector, the emphasis in the STPR on road building and the duplicate Forth Road Crossing should be removed and replaced with more environmentally sustainable public transport schemes.</p>	<p>The majority of interventions and highest levels of overall investment outlined included in STPR are rail based.</p> <p>The Forth Replacement Crossing emerged from a STAG appraisal which demonstrated that options based solely on public transport did not meet the objectives set for the study. These were included and assessed in the 65 options considered as part of the Forth Replacement Crossing Study.</p> <p>Similarly, public transport based alternatives for the A9 and A96 were considered and dismissed because they did not meet the objective for the corridor. This is discussed in section 4.5 of this Post adoption Statement.</p>
<p>SNH</p>	
<p>SNH is pleased to have been able to assist with the development of the STPR, both as a stakeholder organisation and as a consultation authority for the SEA process.</p> <p>We have two key comments on the conclusions emerging.</p>	
<p>First is that, as noted in our comments on the SEA report, there is a risk that the assessment process has obscured adverse natural heritage impacts and thus given them too little weight relative to other, essentially non-environmental, factors such as</p>	<p>The SEA is compliant with the regulations set out for its completion.</p> <p>The difficulties in addressing these factors are recognised and SNH's</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>improved connectivity and driver safety.</p> <p>This danger arises from the fact that the SEA conducted has treated human safety and improved access as objectives.</p> <p>SNH does not deny the validity of such non-environmental objectives; it is simply that in our understanding of the SEA process, and indeed of sound decision-making practice, they should be weighed up against the environmental impacts identified through the SEA. The alternative approach (which was considered and rejected at the time that SEA legislation was enacted in Scotland) would be to conduct a full-blown sustainability assessment, rather than an SEA.</p>	<p>comments are welcomed.</p> <p>Sustainable access is promoted through STPR in a number of ways. The promotion of a rail dominated programme supports mode shift, while the spread of electrified rail lines offers the potential to use renewable energy for rolling stock propulsion.</p> <p>The design, including mitigation and monitoring, of STPR interventions will also include consideration of the maintenance and promotion of active travel routes where appropriate.</p>
<p>We would urge that an effort is made to strike a balance between environmental and other factors.</p> <p>In our view a better approach would be to enter into a dialogue, designed to achieve an optimal outcome. We see this as all the more appropriate and desirable where the natural heritage interests at stake are not only of recognised national and international value but also contribute substantially to Scotland's image and form a major component of its tourism resource.</p>	<p>The development of interventions arising from STPR will build upon the work completed to date in terms of considering environmental considerations as part of the overall suite of factors assessed.</p> <p>Opportunities for dialogue will be explored. Experience has shown that such dialogue can bring added value to the development process and possibility of continuing this is welcomed.</p>
<p>Two of the trunk road improvement projects, Projects 3 and 16, which respectively traverse the Loch Lomond & Trossachs and Cairngorms National Parks, are very much cases in point. Both, if well-executed, could demonstrate to the world how well Scotland can design transport infrastructure which respects and indeed displays to people the superb scenery and wealth of habitats and wildlife that the country has to offer. Badly done, they would send exactly the opposite signal.</p>	<p>These comments are noted and acknowledged. The design of these, and other routes must be carefully considered.</p>
<p>Our second comment is about the nature of proposals which are appropriate at the present time and in the light of current concerns about climate change.</p> <p>SNH strongly supports action such as that being taken by Scottish Government to lead in acting to mitigate its effects.</p> <p>Among the three principal aims of the National Transport Strategy is to reduce the emissions arising from transport to tackle the issue of climate change.</p>	<p>The recommendations from STPR arise directly from the objectives of the National Transport Strategy.</p> <p>These were used to Frame the STPR's strategic objective and, in turn, its corridor based objectives. The contribution of the STPR to overall climate change action is noted.</p>

Summary of Consultation Response	How Consultation Response has been Addressed
<p>Yet the STPR projects that over the period from 2005 to 2022, road transport emissions will increase by 7%, even after taking account of expected improvements in vehicle efficiency. Given that context, we would expect any programme of strategic investment in transport infrastructure to be geared to achieving a marked change in direction – in the first instance to avert the projected 7% increase and thereafter to secure real reductions. We would also expect a strategic programme to lead to reduced dependence on oil, so as to anticipate reduced availability of oil in the decades ahead.</p> <p>We recognise that the STPR does place considerable emphasis on projects – rail investments particularly – that could help in this regard. Taking all projects collectively, however, the Environmental Report concludes that the STPR will only yield a decrease in overall emissions of around 1% compared with a business as usual scenario.</p> <p>At a time when society is facing such a major challenge in terms of greenhouse gas emissions, might not a strategic investment programme such as is proposed in the STPR reasonably be expected to aspire to deliver far more than the estimated 1% reduction in emissions?</p> <p>We appreciate that the STPR only addresses issues on Scotland’s strategic transport network. We also recognise that transport infrastructure cannot achieve significant reductions on its own but needs transport policies and planning policies to work in the same direction. It would seem important that the interventions taken forward from the STPR should be fully consistent with combating climate change.</p> <p>To address this issue, it would be desirable to examine alternatives. For roads projects this might mean investigating management of traffic along the route to both improve traffic flow and reduce accidents, as well as moving freight on to the railway.</p> <p>We would also suggest that the projects be prioritised, so that those which can be confidently expected to yield climate change benefits proceed as quickly as practicable, whilst those that would not be subject to further scrutiny. This should involve more rigorous analysis and quantification of emissions projections and placing greater weight on the objective of emissions reductions.</p>	<p>The use of worst case assumptions in the STPR environmental assessment should be noted, as should the complementary nature of the STPR’s interventions in the wider context of delivering the National Transport Strategy and the National Planning Framework.</p> <p>Alternatives to STPR interventions have been considered. Chapter 4 outlines this consideration.</p> <p>The prioritisation of interventions in the manner described is not currently practicable, partly as the detail of the assumptions that might be made in deriving the figures produced is not adequate to offset the uncertainties inherent in modelling techniques.</p> <p>Also, given the uncertainties over such factors as the future electrical generation sources for rolling stock and the impact of road vehicle technology changes, the greenhouse gas emissions attributable to transport cannot be divided in a way that allows the impact of STPR, as it develops incrementally, to be determined with the accuracy suggested.</p>

Annex 2 - Consultees

name	status	name	status
A Brown	individual	M Duncan	individual
A Heatlie	individual	M Roberts	individual
A Mulhearn	individual	Moray Council	organisation
Auchterhouse Community Council	organisation	Mt Vernon Community Council	organisation
B Wylie	individual	N Mehta	individual
Chartered Institute of Logistics and Transportation	organisation	R Bruce	individual
City of Edinburgh Council	organisation	R Higgins	individual
Carbon Reduction Action and Information Centre, Dundee	organisation	R Leese	individual
Cumbernauld Commuters Association	organisation	Railfuture Scotland	organisation
D Allen	individual	S Adamson	individual
Dundee Green Party	organisation	S Baird	individual
F Brown	individual	Scottish Association of Public Transport	organisation
Fife Council	organisation	Scottish Borders Council	organisation
Friends of the Earth Scotland	organisation	Selkirk Community Council	organisation
Friends of the Earth Tayside	organisation	Selkirk Regeneration Group	organisation
G Kansin	individual	SEPA	organisation
G Stewart	individual	SESplan	organisation
Health Scotland	organisation	SEStran	organisation
Historic Scotland	organisation	Scottish Natural Heritage	organisation
I Dalgleish	individual	Strathclyde Partnership for Transport	organisation
I Overton	individual	T Fenton	individual
I Toth	individual	Tactran	organisation
J Brush	individual	Teal Community Council	organisation
J Hoff	individual	T Hart	individual
K Campbell	individual	Transform Scotland	organisation
L Caston	individual	W Riggs	individual
Living Streets	organisation	West Lothian Council	organisation
Lundie, Muirhead and Birkhill Community Council	organisation		

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