



STRATEGIC TRANSPORT PROJECTS REVIEW

PROTECTING OUR CLIMATE
AND IMPROVING LIVES



SEA Environmental Report: Appendix B Legislation, Plans, Programmes & Strategies

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1. Legislation

LEGISLATION	SUMMARY	RELEVANT SEA TOPICS
<u>Climate Change (Emissions Reduction Targets) (Scotland) Act 2019</u>	<p>An Act of the Scottish Parliament to amend the Climate Change (Scotland) Act 2009 to make provision setting targets for the reduction of greenhouse gas emissions and to make provision about advice, plans and reports in relation to those targets, with the objective of Scotland contributing appropriately to the world's efforts to deliver on the Paris Agreement reached at the 21st Conference of the Parties of the United Nations Framework Convention on Climate Change.</p> <p>The Act sets targets to reduce Scotland's emissions of all greenhouse gases to net-zero by 2045 at the latest, with interim targets for reductions of at least 56% by 2020, 75% by 2030, 90% by 2040.</p>	<p>Climatic Factors</p>
<u>Air Quality Standards (Scotland) Regulations 2010, transposing the EU Ambient Air Quality Directive (2008/50/EC).</u>	<p>These set limits and targets for several airborne pollutants with implications for human health, including carbon monoxide, oxides of nitrogen, Sulphur dioxide, and particulates.</p>	<p>Air Quality, Population and Human Health, including Noise and Vibration</p>
<u>Equality Act 2010</u>	<p>The Equality Act 2010 requires public authorities to work to eliminate discrimination and promote equality in all their activities. Under Section 149 of the Equality Act a public authority has a duty to ensure that all decisions are made in such a way as to minimise unfairness, and do not have disproportionately negative impacts on people because of their protected characteristics or background.</p>	<p>Population and Human Health</p>

LEGISLATION	SUMMARY	RELEVANT SEA TOPICS
<u>Fairer Scotland Duty (2018)</u>	<p>The Fairer Scotland Duty Part 1 of the Equality Act 2010 went into force in Scotland from April 2018. It places a legal responsibility on certain bodies in Scotland to actively consider ('pay due regard' to) how they can reduce inequalities of outcome caused by socio-economic disadvantage, when making strategic decisions. Local Authorities are considered covered by the Duty.</p> <p>The guidance is currently 'interim' as the Scottish Government want the final guidance to be developed with public bodies that have experience of working on the Duty. The Duty will be subject to a three-year implementation phase in which there will be interaction with the Equality and Human Rights Commission (The Duty Regulator).</p> <p>In order for public bodies to fulfil their obligations under the Duty, they must meet key requirements:</p> <ul style="list-style-type: none"> To actively consider how they would reduce inequalities of outcome in any major strategic decision they make; and To publish a written assessment, showing how they've done this. 	<p>Population and Human Health</p>
<u>EC Ambient Air Quality Directive (2008/50/EC)</u>	<p>This Directive is transposed via the Air Quality Standards (Scotland) Regulations 2010 and these set limits and targets for several airborne pollutants including carbon monoxide, oxides of nitrogen, sulphur dioxide, and particulates. The Regulations also satisfy the mandate of the EC's 4th Air Quality Daughter Directive (2004/107/EC), which applies limits to ambient concentrations of certain heavy metals and polycyclic aromatic hydrocarbons.</p>	<p>Air Quality, Population and Human Health</p>

LEGISLATION	SUMMARY	RELEVANT SEA TOPICS
<u>Air Quality (Scotland) Regulations 2000, Air Quality (Scotland) Regulations 2002 and Air Quality (Scotland) Regulations 2016</u>	<p>Sets objectives for several airborne pollutants that can affect human health, as listed in the Environment Act 1995.</p>	<p>Air Quality, Population and Human Health</p>
<u>The Pollution Prevention and Control (Scotland) Regulations 2012</u>	<p>Allows for the regulation and monitoring of certain industrial activities that can generate airborne pollution.</p>	<p>Air Quality, Population and Human Health</p>
<u>Council Directive 79/409/EEC on the conservation of wild birds / Directive 2009/147/EC (codified version)</u>	<p>Relates to the long-term conservation of all species of naturally occurring birds in the wild state across European Member States. Applies to factors with potential to affect birds, including human activity leading to the destruction and pollution of habitats. Allows for designation of special protection areas, as part of a coherent ecological network, known as the Natura 2000 network.</p>	<p>Biodiversity, Flora and Fauna</p>
<u>Council Directive 92/43/EEC the conservation of natural habitats and of wild fauna and flora</u>	<p>Aims to promote the maintenance of biodiversity as part of sustainable development. Allows for designation of special areas of conservation, as part of a coherent ecological network known as the Natura 2000 network. Notes that land-use planning, and development policies should encourage the management of features of the landscape which are of major importance for wild fauna and flora. Also requires an appropriate assessment to be made of any plan or programme likely to have a significant effect on the conservation objectives of a designated site.</p>	<p>Biodiversity, Flora and Fauna</p>

LEGISLATION	SUMMARY	RELEVANT SEA TOPICS
<u>Wildlife and Countryside Act 1981</u>	<p>The Act gives protection to native species, controls the release of non-native species, enhances the protection of Sites of Special Scientific Interest (SSSI) and builds upon the rights of way rules.</p>	<p>Biodiversity, Flora and Fauna</p>
<u>Nature Conservation (Scotland) Act (2004)</u>	<p>Places a duty on public bodies and office-holders to make provisions for biodiversity conservation when carrying out any activity. It puts restrictions on any activities which might damage a protected feature of a SSSI and requires consent from NatureScot (although there are exceptions to this, of which Planning Permission under Part III of the Town and Country Planning (Scotland) Act 1997 is one). In addition, it covers the creation of Nature Conservation Orders and Land Management Orders, prohibiting certain activities on certain land.</p>	<p>Biodiversity, Flora and Fauna</p>
<u>Wildlife and Natural Environment (Scotland) Act 2011</u>	<p>Draws together and updates legislation on nature conservation. Focuses on a series of key measures relating to certain land management activities.</p>	<p>Biodiversity, Flora and Fauna</p>
<u>EU's Water Framework Directive (2000/60/EC)</u>	<p>Introduced as a more comprehensive approach to managing and protecting Europe's water bodies including rivers, lochs, transitional waters, coastal waters, and groundwater resources. The WFD sets out a requirement for an assessment of both chemical and ecological status, alongside the requirement to consider the status of bringing all European waters to "good ecological chemical status". The Directive was transposed into Scottish law by the WEWS Act 2003.</p>	<p>Water</p>



LEGISLATION	SUMMARY	RELEVANT SEA TOPICS
<u>Water Environment and Water Services (Scotland) Act 2003</u>	<p>The aim of the Act is to protect the water environment by implementing the Water Framework Directive 2000/60/EC and its daughter Directives, Priority Substances Directive (2008/105/EC) and Groundwater Directive (2006/118/EC). The Act seeks to promote sustainable water use, reduce discharges and emissions as well as reduce the pollution of groundwater.</p>	<p>Water</p>
<u>Water Environment and Water Services (WEWS) (Scotland) Act 2003</u>	<p>Scotland fulfils its water protection obligations under the WFD primarily through WEWS which defines the establishment of River Basin Management Plans. These plans aim to improve the environment status of water bodies and reduce adverse impacts on the water environment as a whole.</p>	<p>Water</p>
<u>Flood Risk Management (Scotland) Act 2009</u>	<p>The Act sets out a more sustainable approach to flood risk management. The Act includes the following specific measures:</p> <ul style="list-style-type: none"> A framework for coordination and cooperation between all organisations involved in flood risk management; Assessment of flood risk and preparation of flood risk management plans; New responsibilities for SEPA, Scottish Water and local authorities in relation to flood risk management; A revised, streamlined process for flood protection schemes; New methods to enable stakeholders and the public to contribute to managing flood risk, and; A single enforcement authority for the safe operation of Scotland's reservoirs. 	<p>Water</p>



LEGISLATION	SUMMARY	RELEVANT SEA TOPICS
Islands (Scotland) Act 2018	<p>The purpose of the Act is to make provision for a National Islands Plan, to impose duties in relation to island communities on certain public authorities, to make provision about the electoral representation of island communities, and to establish a licensing scheme in respect of marine development adjacent to islands. The purpose of a future national islands plan is to set out the main objectives and strategy of the Scottish Ministers in relation to improving outcomes for island communities. In addition, the Act requires Scottish Ministers to prepare an island communities impact assessment in relation to legislation which would have an effect on an island community.</p>	<p>Population and Human Health</p>
Historic Environment Scotland Act 2014	<p>The Historic Environment Scotland Act 2014 sets out Historic Environment Scotland's role and legal status, including changes in processes for the designation of monuments and buildings (scheduling and listing) and for consents relating to scheduled monuments, listed buildings and conservation areas.</p>	<p>Cultural Heritage</p>
Transport (Scotland) Act 2019	<p>The Transport (Scotland) Act 2019 aims to make Scotland's transport network cleaner, smarter and more accessible by empowering local authorities and establishing consistent standards in order to tackle current and future challenges, while delivering a more responsive and sustainable transport system.</p> <p>The Act requires the production of a national transport strategy to set out various provisions including low emission zones, bus service improvements, smart ticketing, pavement parking prohibitions, workplace parking levies etc.</p>	<p>Air Quality, Climatic Factors, Population and Human Health, Noise and Vibration, and Material Assets</p>



2. National Plans, Programmes and Strategies (PPS)

PPS	SUMMARY	RELEVANT SEA TOPICS
Securing a green recovery on a path to net zero: climate change plan 2018–2032 - update	<p>The update to the climate change plan builds on the work undertaken by the last two Programmes for Government (2020-2021 and 2019-2020) which have committed to delivering a Green New Deal, outlining how investments can help in reducing climate change. The update focuses on a Green Recovery from the Covid-19 pandemic and as such provides actions which align with the new emissions reductions targets up to 2032 since the previous plan. The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 received Royal Assent in October 2019 and set revised annual and interim emissions reduction targets to achieve the net zero by 2045 target set by the Scottish Government.</p>	<p>Climatic Factors</p>
Update to the Climate Change Plan 2018 – 2032: Securing a Green Recovery on a Path to Net Zero	<p>This document updates the 2018 Climate Change Plan. Since that Plan the Scottish Government has set new ambitious targets. These comprise the reduction of Scotland’s greenhouse gas emissions to net zero by 2045 at the latest, with interim targets of at least:</p>	<p>Climatic Factors</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
	<ul style="list-style-type: none"> • 56 per cent by 2020; • 75 per cent by 2030; • 90 per cent by 2040. <p>The transport Chapter of the Plan sets out context around the current situation and how the shift to home working may become a longer-term trend. Coupled with the focus on 20-minute neighbourhoods, the Plan notes the opportunity to capitalise on these to reduce the need to travel, and, when travel occurs, for it to be focused on more sustainable modes.</p> <p>The Plan includes the following statement in relation to transport: “By 2032 our roads will contain no new petrol and diesel cars and vans; we will have decarbonised our passenger railways; and we will have begun work to decarbonise challenging transport modes such as heavy goods vehicles (HGVs), ferries and aviation. Car kilometres will have reduced by 20 per cent, and sustainable transport will be the instinctive first choice for people.”</p> <p>This statement is accompanied by a timeline to 2032 that sets out the key milestones in the intervening years.</p> <ul style="list-style-type: none"> • 2024 – majority of new buses are zero emissions. • 2025 – need for any new petrol and diesel light commercial vehicles in public bodies phased out. Delivery of first Active Freeways: segregated active travel routes on main travel corridors. • 2030 – conditions created to phase out the need for all new petrol and diesel vehicles in Scotland’s public sector fleet. Need for new petrol and diesel cars and vans phased out. Car kilometres reduced by 20 per cent. • 2032 – Scotland’s passenger rail services considerably decarbonised, with just a few years to go until they are fully decarbonised. 	
Clean Air Strategy 2018 (DEFRA)	<p>In July 2021, the Scottish Government published Cleaner Air For Scotland 2: Towards A Better Place For Everyone and an associated Delivery</p>	<p>Climatic Factors, Air quality</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
	<p>Plan. It sets out how the Scottish Government will deliver further air quality improvements over the next five years. This is considered necessary to secure the vision of Scotland having the best air quality in Europe – a quality of air that aims to protect and enhance health, wellbeing and the environment.</p> <p>The Delivery Plan is structured around ten priorities, including transport, which reflect the ten high-level themes from the review of Cleaner Air for Scotland completed in 2019. Specifically relating to Transport, the Plan notes “We support a modal shift to active travel and public transport. This will mean, amongst other objectives, providing a transport system that facilitates active travel choices, better public transport provision and constraints upon private vehicle use, especially in urban centres where pollution and congestion are most acute.”</p> <p>The Delivery Plan makes reference to the Sustainable Investment Hierarchy and the role of STPR2 in contributing to a reduction in the need to travel unsustainably, making the most of existing transport strategic systems and supporting strategic investments in sustainable, smart and cleaner transport options, in accordance with Just Transition principles.</p> <p>STPR2 will align with the Transport priority of the Delivery Plan and will indirectly align with several other priorities, including Integrated Policy, Placemaking and Behavioural Change.</p>	
<p>Climate Ready Scotland: Second Scottish Climate Change Adaptation Programme 2019-2024</p>	<p>The Scottish Climate Change Adaptation Programme provides an overarching framework for adaptation to climate change, setting out Scottish Ministers’ objectives in relation to adaptation to climate change and their policies and proposals for meeting those objectives, as required by the 2009 Act.</p> <p>This document sets out the Scottish Government’s five-year Programme for climate change adaptation. This document sets out the Scottish Government’s five year Programme for climate change adaptation. Part 1 sets the context for the Programme including the latest projections of what</p>	<p>Climatic Factors</p>

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	<p>Scotland’s climate could be like in the future. Part 2 provides information on the process of developing the second Scottish Climate Change Adaptation Programme. Part 3 is split into seven Outcomes and sets out current policies, proposals and research to increase the capacity of Scotland’s communities, businesses and natural environment to adapt to a changing climate.</p>	
<p>Climate Change Plan – The Third Report on Proposals and Policies 2018-2032 (Feb 2018) (CCP)</p>	<p>The Climate Change Plan provides an update on previous targets and seeks to set out ambitious decarbonisation plans up to 2032.</p> <p>The CCP, which is a statutory plan, sets out how Scotland will meet the emissions reduction targets under the current legislation.</p> <p>Section 35 of the Climate Change (Scotland) Act 2009 requires Scottish Ministers to lay a report in Parliament setting out their proposals and policies for meeting annual emissions reduction targets.</p> <p>The plan sets out how Scotland can deliver its target of 66% emissions reductions for the period 2018-2032.</p> <p>Part one sets out the context for the Scottish Government’s climate change proposals and policies.</p> <p>The Scottish Government’s statutory duties are covered in Part Two, alongside annual emissions targets to 2032.</p> <p>Part three provides a detailed information on the emissions envelopes and emissions reductions trajectories for each sector.</p>	<p>Climatic Factors</p>
<p>Reducing Car Use for a Healthier, Fairer and Greener Scotland: A Route Map to Achieve a 20 Per Cent Reduction in Car Kilometres by 2020</p>	<p>In January 2022 the Scottish Government and the Convention of Scottish Local Authorities (COSLA) developed a Route Map to deliver the shift in travel behaviours required to meet the 20 per cent reduction target, recognising the need for ongoing collaboration and partnership working between national, regional and local Government as well as public, private and third sector partners. The Route Map sets out the suite of policies from across Government that will be implemented to support car-use reduction in order to both address climate change and deliver a healthier, fairer and more prosperous Scotland, and recognises the role of STPR2 in setting out recommendations for future</p>	<p>Climatic Factors</p>

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	<p>investment decisions.</p> <p>Successful implementation of the actions set out in the Route Map are expected to lead to a transformational way of living in Scotland, where a new localism thrives in villages, towns and city neighbourhoods; where streets become places that are safe for people of all ages to travel by walking, wheeling and cycling whilst maintaining private vehicle access for those with disabilities; where longer journeys are made by convenient and affordable public or shared transport; and with greater use of online access to key services and opportunities. This future will both enable statutory climate change targets to be met, whilst at the same time creating better ways of living, improved health and wellbeing and the associated social and economic benefits of a society less dominated by private cars.</p>	
<p>Scotland's Energy strategy: position statement</p>	<p>The Energy Strategy position statement provides an overview of our key priorities for the short to medium-term in ensuring a green economic recovery, whilst remaining aligned to our net zero ambitions, in the lead up to COP26.</p>	<p>Climatic Factors</p>
<p>Carbon Account for Transport No. 12: 2020 Edition</p>	<p>The Carbon Account for Transport (CAT) provides a balance sheet for Scotland's greenhouse gas emissions due to transport.</p>	<p>Climatic Factors</p>
<p>Cleaner Air for Scotland 2</p>	<p>Cleaner Air for Scotland 2 - Towards a Better Place for Everyone is Scotland's second air quality strategy, setting out how the Scottish Government and its partner organisations propose to further reduce air pollution to protect human health and fulfil Scotland's legal responsibilities over the period 2021-2026. CAFS2 was published in July 2021, accompanied by a Delivery Plan, and replaces Cleaner Air for Scotland – The Road to a Healthier Future (CAFS) which was published in 2015. CAFS2 aims to achieve the ambitious vision for Scotland "to have the best air quality in Europe".</p>	<p>Climatic Factors</p>
<p>A Low Carbon Economic Strategy for</p>	<p>The Low Carbon Economic Strategy is an integral part of the Government's Economic Strategy (GES) to secure sustainable economic growth in</p>	<p>Climatic Factors</p>

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<u>Scotland</u>	<p>addition to being key in the Scottish Government's approach to meeting Scotland's climate change targets and the transition to a low carbon economy. The strategy identifies decarbonising and improving the efficiency of transport as a key enabler for enhanced productivity and increasing sustainable economic growth.</p>	
<u>Low Carbon Scotland – Meeting Our Emissions Reduction Targets 2013-2017: Second Report</u>	<p>Sets out methods for meeting Scotland's emissions reduction targets for the period of 2013 to 2027, structured around key sectors including energy; homes and communities; business, industry and the public sector; transport; waste and resource efficiency; and rural land use.</p>	Climatic Factors
<u>Making Things Last: a circular economy strategy for Scotland, 2016</u>	<p>This strategy sets out our priorities for moving towards a more circular economy - where products and materials are kept in high value use for as long as possible. It builds on Scotland's progress in the zero waste and resource efficiency agendas. A more circular economy will benefit:</p> <ul style="list-style-type: none"> the environment - cutting waste and carbon emissions and reducing reliance on scarce resources; the economy - improving productivity, opening up new markets and improving resilience; and communities - more, lower cost options to access the goods we need with opportunities for social enterprise. 	Climatic Factors, Material Assets
<u>Infrastructure Commission for Scotland Phase 1 Key Findings Report (January 2020) and Phase 2 Delivery Findings Report (July 2020)</u>	<p>The Infrastructure Commission for Scotland was established by the Scottish Government in 2019 in order to provide independent advice to the Scottish Ministers on creating a 30-year infrastructure strategy for Scotland.</p> <p>The Phase 1 Key Findings Report, published January 2020, identifies actions to ensure that future investment in Scotland's infrastructure aligns with and helps achieve the Scottish Government's long-term vision for an inclusive net zero carbon economy.</p> <p>The Phase 2 Delivery Findings Report, published July 2020, seeks to identify and address the challenges of implementing the Phase 1 findings,</p>	All SEA topics

PPS	SUMMARY	RELEVANT SEA TOPICS
	and provides a series of recommendations, in conjunction with the recommendations from the Phase 1 report, which aim to set the foundations for an inclusive net zero carbon economy for Scotland, including enabling sustainable places and delivering a thriving construction sector.	
Climate Change Adaptation Plan 2020	The second Scottish Climate Change Adaptation Programme sets out policies and proposals to prepare Scotland for the challenges that we will face as our climate continues to change in the decades ahead. The Programme is a requirement of the Climate Change (Scotland) Act 2009 and addresses the risks set out in the UK Climate Change Risk Assessment (UK CCRA) 2017, published under section 56 of the UK Climate Change Act 2008.	All SEA topics
UK Climate Projections 2018	Explores how the UK's climate could change over the next 100 years under three different greenhouse gas emission scenarios and provides guidance for climate change risk assessments and adaptation plans.	Climatic Factors
Decarbonising the Scottish Transport Sector	In 2019, Scotland introduced a new set of economy wide emission targets to reflect the updated advice of the UK Committee on Climate Change. This led to Scotland setting a target to reduce emissions to net-zero by 2045, with the interim target to reduce emissions by 75% between 1990 and 2030 and 90% by 2040.	Climatic Factors and Air Quality
Scotland's Climate Assembly: Recommendations for Action – Scottish Government Response	The document is structured to mirror the Assembly's Full Report – Recommendations for Action. This document provides Scottish Government response to the 16 identified goals and the subsequent 81 recommendations that underpin them. Both the scale and urgency of the climate emergency is recognised as the driving force for this report. It is also noted that where required Scottish Government will work collaboratively with the UK Government to achieve action or suggest alternative options that are believed to meet the aim of the recommendation.	Climatic Factors
Relevance to	The transport sector is a significant contributor to GHG emissions. As such, by assessing the	N/A



PPS	SUMMARY	RELEVANT SEA TOPICS
STPR2	<p>environmental impact and performance of the strategic transport network, STPR2 should help in achieving the targets set out by national policy of relevance to Climatic Factors.</p> <p>In addition, STPR2 seeks to align with other Scottish Government national plans including the Climate Change Plan, which will help in aligning national policy and NTS2.</p> <p>STPR2 will support the development of a programme of interventions to establish conditions that work towards a reduction in car kilometres of 20 per cent by 2030.</p>	
Covid Recovery Strategy: for a fairer future	<p>The Covid Recovery Strategy acknowledges the hardship experienced during the global pandemic was not felt evenly, it has both highlighted the inequalities in society and made them worse. This strategy focuses on the efforts required to tackle inequality and disadvantage.</p> <p>If people are secure and have firm foundations then communities, businesses, economy and society will be more resilient. This strategy makes clear that a thriving economy underpins a successful recovery and requires urgent action from government, local and national, from community groups, charities and voluntary organisations and from businesses large and small.</p> <p>The strategy aims to:</p> <ul style="list-style-type: none"> • address the systemic inequalities made worse by Covid. • make progress towards a wellbeing economy. • accelerate inclusive person-centred public services. 	Population and Human Health
Fairer Scotland Action Plan (2016)	<p>The Fairer Scotland Action Plan is based on five ambitions for 2030 and 50 selected actions regarding a Fairer Scotland. The plan seeks to build a better country – one which with low levels of poverty and inequality, genuine equality of opportunity, stronger life chances, and support for all.</p>	Population and Human Health

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	<p>Five themes were created based on consultation response:</p> <p>Work and living standards – Addressing poverty is seen as key to creating a fairer Scotland.</p> <p>Homes and Communities – Affordability and access to housing were major issues.</p> <p>Early years, education and health.</p> <p>Community participation and public services – There was a call for greater opportunities for local people to play a part in decisions that affect them and their communities. Access to services was raised in relation to rural communities, arguing that more resources, the social security system.</p>	
<p>Going Further: Scotland's Accessible Travel Framework</p>	<p>Going Further: Scotland's Accessible Travel Framework is the first national Accessible Travel Framework for Scotland. It provides a national vision and outcomes for accessible travel, new ways of working to include disabled people and a high-level action plan to tackle issues. The purpose of the Framework is to:</p> <p>support disabled people's rights by removing barriers and improving access to travel; and</p> <p>ensure disabled people are fully involved in work to improve all aspects of travel.</p>	<p>Population and Human Health</p>
<p>A Scotland where everybody thrives: Public Health Scotland's Strategic Plan 2020 to 2023</p>	<p>Public Health Scotland's mission is to lay a solid foundation that supports long-lasting good health and wellbeing for all Scotland's communities – especially the most disadvantaged. The plan has four focus areas:</p> <ul style="list-style-type: none"> • COVID-19 • Mental wellbeing • Community and place • Poverty and children <p>The Community and place focus area includes an objective to improve economic conditions, including the availability, quality and accessibility of transport.</p>	<p>Population and Human Health</p>
<p>Scotland's Fourth National Planning Framework</p>	<p>The NPF4 Revised Draft sets out that targets of net zero emissions by 2045 must be met with significant progress expected towards this by 2030.</p>	<p>All SEA topics</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
	<p>New infrastructure will be needed across Scotland to aid the shift towards net zero and adapt to the impacts of climate change that are already set to be experienced including flood risk, water scarcity, environmental change, coastal erosion, impacts on forestry and agriculture, extreme weather events, and risks to health, food security and safety.</p> <p>It is set out in the framework that investment will be made into nature-based solutions whilst also addressing biodiversity loss.</p> <p>Four main visions are set out in the framework:</p> <ul style="list-style-type: none"> • Sustainable places • Liveable places • Productive places • Distinctive places 	
<p>Scottish Planning Policy (2014)</p>	<p>SPP sets out the Scottish Government’s view of the purpose of planning; the core principles and objectives for key parts of the system; statutory guidance on sustainable development and planning; concise subject planning policies, including the implications for development planning and development management; and the Scottish Government’s expectations of the intended outcomes of the planning system.</p> <p>SPP and NPF3 share a single vision and outcomes for the planning system in Scotland (See NPF3).</p>	<p>All SEA topics</p>
<p>National Transport Strategy 2 (NTS2) (2020)</p>	<p>It is a Strategy for the whole transport system (people and freight) and it considers why we travel and how those trips are made, by including walking, wheeling, cycling, and travelling by bus, train, ferry, car, lorry and aeroplane. It is a Strategy for all users: those travelling to, from and within Scotland.</p> <p>The Strategy does not identify or present specific projects, schemes, initiatives or interventions, but sets out the strategic framework within which future decisions on investment will be made.</p> <p>The Strategy presents the Vision for Scotland’s transport system over the next 20 years, which is: We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a</p>	<p>All SEA topics</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
	healthier, fairer and more prosperous Scotland for communities, businesses and visitors.	
Scotland's Economic Strategy (2015)	Scotland's Economic Strategy sets out an overarching framework for how to achieve a more productive, cohesive and fairer Scotland. It forms the strategic plan for existing and all future Scottish Government policy. It prioritises boosting investment and innovation, supporting inclusive growth and maintaining our focus on increasing internationalisation.	All SEA topics



PPS	SUMMARY	RELEVANT SEA TOPICS
<u>Delivering for Today, Investing for Tomorrow – The Government’s Programme for Scotland 2018-19</u>	<p>The programme sets out a plan that will deliver for people, communities and businesses now and make the investments that will benefit future generations. The Governments plan of action from 2018-19 aims at:</p> <p>Building a globally competitive, sustainable and inclusive economy;</p> <p>A healthy and active nation;</p> <p>The best place to grow up and learn;</p> <p>An empowered, equal and safe Scotland; and</p> <p>A creative, open and connected nation.</p>	<p>All SEA topics</p>
<u>Scotland’s National Strategy for Economic Transformation, 2022</u>	<p>Sets out the priorities for Scotland’s economy as well as the actions needed to maximise the opportunities of the next decade to achieve our vision of a wellbeing economy.</p> <p>It sets out how, over the next ten years, the Scottish Government aims to deliver economic growth that significantly outperforms the last decade, so that the Scottish economy is more prosperous, more productive and more internationally competitive. This will be achieved through focused interventions, working in collaboration with businesses and other partners, building on strengths in sectors like energy, financial services, creative industries and life-sciences and carving out new strengths in technology, space and decarbonisation. The plan identifies five key transformational programmes of action that can drive improvements in Scotland's economy: stimulating entrepreneurship; opening new markets; increasing productivity; developing the skills we need for the decade ahead; and ensuring fairer and more equal economic opportunities.</p> <p>STPR2 is a key project within NSET Programme 3, “Productive Businesses and Regions”. STPR2 is wired fully into the governance arrangements for NSET and this particular Programme, to reflect not only the importance of the transport agenda itself, but also the fact that transport is a crucial facilitator of economic growth.</p>	<p>All SEA topics</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
Protecting Scotland, Renewing Scotland: The Scottish Government Programme for Scotland 2020-2021	<p>The programme continues from the previous Programme for Scotland (2019-2020) in outlining investment contributing towards achieving a net zero emission society by 2045, with importance placed on a green economic recovery from Covid-19. It is stated that the Infrastructure Investment Plan will reflect the Scottish Government's commitment to tackling climate change, as well as targeting economic growth and building sustainable places through a strategic framework of projects and programmes worth £32 billion over the next five years.</p>	<p>All SEA topics</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
The National Islands Plan	<p>The National Islands Plan provides a framework for action in order to meaningfully improve outcomes for island communities. The Plan sets out 13 Strategic Objectives which are critical over the next five years to improving the quality of life for island communities.</p> <p>The Islands (Scotland) Act which was passed by the Scottish Parliament in 2018 sets out the purpose of the National Islands Plan. It sets out the main objectives and strategy of the Scottish Government in relation to improving outcomes for island communities. The Act sets out some of the key areas to achieve this – by increasing population levels; improving and promoting sustainable economic development, environmental wellbeing, health and wellbeing, and community empowerment; improving transport services and digital connectivity; reducing fuel poverty; and enhancing biosecurity.</p> <p>The Strategic Objectives are to:</p> <ul style="list-style-type: none"> Address population decline and ensure a healthy, balanced population profile Improve and promote sustainable economic development Improve transport services Improve housing Reduce levels of fuel poverty Improve digital connectivity Improve and promote health, social care and wellbeing Improve and promote environmental wellbeing and deal with biosecurity Contribute to climate change mitigation and adaptation and promote clean, affordable and secure energy Empower diverse communities and different places Support arts, culture and language Promote and improve education for all throughout life Support effective implementation of the National Islands Plan 	<p>All SEA topics</p>

PPS	SUMMARY	RELEVANT SEA TOPICS
<u>A Healthier Future – Scotland’s Diet & Healthy Weight Delivery Plan</u>	<p>The delivery plan sets out a range of actions that seek to improve the health of Scotland’s population, including through the promotion of increasing levels of physical activity.</p>	<p>Population and Human Health</p>
<u>Let’s Get Scotland Walking: The National Walking Strategy (2014)</u>	<p>The strategy sets the vision of creating a Scotland where everyone benefits from walking as part of everyday journeys, enjoys walking the outdoor and where places are well designed to encourage walking. It has three strategic aims: create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being; better quality walking environments with attractive, well designed and managed built and natural spaces for everyone; and enable easy, convenient and safe independent mobility for everyone.</p>	<p>Population and Human Health</p>
<u>Realising Scotland’s full potential in a digital world: a digital strategy for Scotland (2017)</u>	<p>Sets out a vision for Scotland as a vibrant, inclusive, open and outward-looking digital nation. Realising Scotland’s full potential in a Digital World sets out the plans for ensuring that the digital world is at the heart of everything we do – in the way in which we deliver inclusive economic growth, reform our public services and prepare our children for the workplace of the future.</p>	<p>Population and Human Health</p>
<u>Smart and Integrated Ticketing and Payments – Delivering Strategy 2018</u>	<p>The Scottish government has an ambition to roll out smart and integrated ticketing and payment across Scotland, aligning with the Scottish Government Digital Strategy. The strategy intends to support public transport operators to modernise their services through multi-modal, smart ticketing and electronic payment systems to make travel easier, more accessible, and sustainable for the public.</p>	<p>Population and Human Health</p>
<u>A More Active Scotland: Scotland’s Physical Activity Delivery Plan</u>	<p>The Plan sets out a commitment to increase physical activity in Scotland. Focus is given to supporting an increased uptake in active travel, including a commitment to invest in active travel infrastructure. Vision: ‘A Scotland where more people are more active, more often’.</p>	<p>Population and Human Health</p>

PPS	SUMMARY	RELEVANT SEA TOPICS
<u>A Connected Scotland: our strategy for tackling social isolation and loneliness and building stronger social connections</u>	<p>The Scottish Government’s first national strategy to tackle social isolation and loneliness and build stronger connections. The role of the transport network in building social connections and importance of physical activity is noted in the Strategy.</p>	<p>Population and Human Health</p>
<u>A Long-Term Vision for Active Travel in Scotland 2030</u>	<p>Aims to encourage more people to walk and cycle for shorter everyday journeys. Focus on areas such as infrastructure, transport integration, cultural and behaviour change, community ownership and planning.</p>	<p>Population and Human Health</p>
<u>Active Travel Framework</u>	<p>Contains key policy approaches to improving the uptake of walking and cycling in Scotland for travel.</p>	<p>Population and Human Health</p>
<u>Cycling Action Plan for Scotland 2017-2020</u>	<p>The aim of the third iteration of the Cycling Action Plan for Scotland was to gauge progress since the previous editions in 2010 and 2013 and to develop a robust set of actions that will help achieve the shared vision of “10% of everyday journeys to be made by bike, by 2020”. The action plan outlines 19 actions of how the Scottish Government, local authorities and all key partners will achieve Scotland’s active travel commitments. Actions include Transport Scotland holding an Annual Active Travel Summit, continuing to deliver and maintain high quality local infrastructure, improve integration with public transport, increase levels of access to bikes through projects that support inclusive cycling initiatives and increasing participation for young people of all abilities.</p>	<p>Population and Human Health</p>
<u>Scotland’s Economic Strategy 2015</u>	<p>Sets out a framework for how the Scottish Government aims to achieve a more productive, cohesive and fairer Scotland for its people, by prioritising investment and innovation, supporting inclusive growth, and maintaining focus on increasing internationalisation. The strategy forms the strategic plan for existing and all future Scottish Government policy.</p>	<p>Population and Human Health</p>

PPS	SUMMARY	RELEVANT SEA TOPICS
Scotland's Agenda for Cities (2016)	<p>Sets out a strategic framework for the Scottish Government's future interaction with Scotland's cities, prioritising four key areas:</p> <ul style="list-style-type: none"> maintaining focus on increasing internationalisation; boosting investment; boosting innovation; and supporting inclusive growth. <p>Vision: 'A Scotland where our cities and their regions power Scotland's economy for the benefit of all'.</p>	<p>Population and Human Health</p>
<p>Relevance to STPR2</p>	<p>The above policy documents focus on protecting Scotland's population by improving equality and human health. Specifically, improving access to education, healthcare and transport networks for all groups is common across various policy documents. In addition, policies to promote greater physical activity is seen as a solution to improve the population's health and wellbeing.</p> <p>STPR2 could contribute positively to these themes by reviewing active travel networks across Scotland as well as the environmental impact of different transport modes in order to reduce air pollutants.</p>	<p>N/A</p>
Cleaner Air for Scotland – The Road to a Healthier Future (2015)	<p>Notes the importance of clean air for health and wellbeing and sets out information on the sources of air pollution and the impacts on health that these can have, in addition to setting out series of actions that seek to improve air quality. The close relationship between air pollution and environmental noise is also noted.</p>	<p>Air quality, Population and Human Health</p>
Air Quality Strategy for England, Scotland, Wales and Northern Ireland	<p>Areas in which measured levels of airborne pollutants exceed the objectives set out in the Air Quality Strategy are designated as Air Quality Management Areas (AQMAs). Local Authorities have a duty to develop and implement Air Quality Action Plans in these locations in order to improve air quality to an acceptable level.</p>	<p>Air quality, Population and Human Health</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
Local Air Quality Management Policy Guidance 2016	<p>Explains the objectives for improving air quality and provides a framework for activities in Local Air Quality Management Areas.</p>	<p>Air quality, Population and Human Health</p>
<p>Relevance to STPR2</p>	<p>Policy surrounding Air Quality sets standards and targets to improve air quality in Scotland, including by the Transport sector.</p> <p>STPR2 will have a positive impact in improving air quality in Scotland by reviewing the performance and environmental impact of the strategic transport network by all transport modes. In addition, an assessment to review which areas of Scotland perform greater in terms of air quality should be undertaken.</p>	<p>N/A</p>
UK Post-2010 Biodiversity Framework	<p>The post-2010 framework document sets out a common purpose across the UK to address challenges identified as part of the Nagoya Agreement related to biodiversity decline. Specifically, the document references the 'Scotland's Biodiversity: It's in Your Hands – A strategy for the conservation and enhancement of biodiversity in Scotland'.</p>	<p>Biodiversity, flora and fauna</p>



<p>Scottish Biodiversity Strategy Post-2020: A Statement of Intent</p>	<p>The Biodiversity Strategy Statement of Intent provides high level detail on Scotland’s ambitions to tackling biodiversity loss and impacts as a result of climate change. Detail is also provided on how these ambitions will be used to develop a post-2020 biodiversity strategy and delivery plan.</p> <p>The Statement of Intent outlines priorities for biodiversity in Scotland and the impact of climate change, which are:</p> <p>‘Endorse the Leaders’ Pledge for Nature, which was launched at the United Nations general Assembly in September;</p> <p>Publish a new, high-level policy-focused strategy within a year of CoP15 which will take account of the new global biodiversity framework, goals and targets and also the emerging EU biodiversity strategy;</p> <p>The principles and associated projects in the 2020 Challenge and its route map will continue and be enhanced where appropriate, until they are replaced by a new Strategy and Delivery Plan;</p> <p>Work closely with stakeholders, and devise innovative solutions and partnerships which bring new voices to the debate, in developing the new strategy;</p> <p>Highlight the need to facilitate the creation of new, locally driven projects which aim to improve ecological connectivity across Scotland;</p> <p>Extend the area protected for nature in Scotland to at least 30% of Scotland’s land area by 2030, and commission advice on whether this could go even further; and</p> <p>Develop ambitious new proposals to secure positive effects for biodiversity through development, through the National Planning Framework 4 (NPF4).’ (p.4)</p> <p>Additionally, Policy 2 (Climate emergency) and Policy 3 (Nature crisis) of the NPF4 supplement the Biodiversity Strategy Statement, the purpose of which is to facilitate the implementation of measures required to address the climate emergency and nature crisis.</p>	<p>Biodiversity, flora and fauna</p>
<p>Scotland’s</p>	<p><i>Scotland’s Biodiversity</i> is a 25-year strategy to</p>	<p>Biodiversity,</p>

PPS	SUMMARY	RELEVANT SEA TOPICS
<p>Biodiversity: It's in Your Hands – A Strategy for the Conservation and Enhancement of Biodiversity in Scotland</p>	<p>conserve and enhance biodiversity in Scotland. Alongside implementation plans it seeks to address biodiversity themes such as: cross cutting issues; interpretation, communication and education; urban biodiversity; rural biodiversity; marine biodiversity and local delivery.</p> <p>Vision: <i>'It's 2030: Scotland is recognised as a world leader in biodiversity conservation. Everyone is involved; everyone benefits. The nation is enriched.'</i></p> <p>Aim: <i>'To conserve biodiversity for the health, enjoyment and wellbeing of the people of Scotland now and in the future.'</i></p>	<p>flora and fauna</p>
<p>Biodiversity strategy: consultation (June 2022)</p>	<p>The vision of the Environment Strategy for Scotland states: <i>'By 2045 - By restoring nature and ending Scotland's contribution to climate change, our country is transformed for the better - helping to secure the wellbeing of our people and planet for generations to come.'</i></p> <p>To achieve this vision, it is important to focus on collective efforts where: <i>'Scotland's nature is protected and restored with flourishing biodiversity and clean and healthy air, water, seas and soils.'</i></p> <p>Therefore, the 2022 Biodiversity Strategy consultation formed part of an engagement process with a wide range of stakeholders who have an interest in Scotland's biodiversity, with the objective of ensuring that the new Scottish Biodiversity Strategy will establish and deliver a shared vision for biodiversity.</p>	<p>Biodiversity, flora and fauna</p>
<p>The 2020 Challenge for Scotland's Biodiversity</p>	<p>The 2020 Challenge is supplementary to the <i>'Scotland's Biodiversity: It's in Your Hands'</i> strategy and focuses on how the Scottish Government, its public agencies, Scottish business and others can contribute to the Strategies aims as well as supporting economic growth through protecting biodiversity and harnessing nature.</p>	<p>Biodiversity, flora and fauna</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
	<p>Scotland's 2020 Challenge aims to:</p> <ul style="list-style-type: none"> protect and restore biodiversity on land and in our seas, and to support healthier ecosystems; connect people with the natural world, for their health and wellbeing and to involve them more in decisions about their environment; maximise the benefits for Scotland of a diverse natural environment and the services it provides, contributing to sustainable economic growth. 	
<p>Relevance to STPR2</p>	<p>Policy themes include protecting all native species and national designations, promoting a diverse natural environment and the maintenance of biodiversity.</p> <p>STPR2 should seek to review the environmental impact of Scotland's strategic transport network on Biodiversity, Flora and Fauna at a national, regional and local level. This should include identifying and assessing impacts on national designations. This will result in aims and objectives into how to best protect these assets.</p>	<p>N/A</p>
<p>Scottish Soil Framework (2009)</p>	<p>The Scottish Soil Framework sets out the vision for soil protection in Scotland. It acknowledges the multiple functions of soils and includes a vision that soils be recognised as a vital part of our economy, environment, and heritage, and be safeguarded for existing and future generations. It notes that while Scotland's soils are generally in good health, they face two significant pressures: climate change and the loss of organic matter.</p> <p>Aim:</p> <p><i>'Promote the sustainable management and protection of soils consistent with the economic, social and environmental needs of Scotland'.</i></p> <p>Vision:</p> <p><i>'soils are recognised as a vital part of our economy, environment and heritage, to be safeguarded for existing and future generations'.</i></p>	<p>Soil</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
<p>Scotland's National Peatland Plan – Working for our future</p>	<p>The Plan recognises the wide range of benefits provided by healthy peatlands and sets out a number of aims to protect it.</p> <p>Principal aim:</p> <p><i>‘Protect, manage and restore peatlands to maintain their natural functions, biodiversity and benefits’</i></p> <p>The supporting aims are to:</p> <p><i>‘Protect those areas of peatland currently in good condition and supporting their potential range of ecosystem functions;</i></p> <p><i>Enhance ecosystem resilience to climate change through appropriate management;</i></p> <p><i>Restore peatland ecosystem functions and biodiversity, evaluating and understanding the benefits to help inform future decisions;</i></p> <p><i>Secure greater peatland restoration capabilities and understanding of these amongst land managers, developers, advisers and the public;</i></p> <p><i>Ensure peatland values are reflected in the support given to those who manage and restore them; and</i></p> <p><i>Demonstrate and communicate the wider public benefits of healthy peatland landscapes and peatland restoration’.</i></p>	<p>Soil</p>
<p>Draft Peatland and Energy Policy Statement</p>	<p>The statement provides a basis from which the Scottish Government and its agencies act in developing and implementing policies in relation to Peatland and energy.</p> <p>Aim:</p> <p><i>‘The principal aim of Scottish Government policy on peatland and energy is to maximise greenhouse gas emissions abatement in the way best designed to deliver multiple benefits. All policies and plan in relation to peatland and energy flow from this overarching aim.’</i></p>	<p>Soil</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
<p><u>Scotland's Third Land Use Strategy 2021-2026 – Getting the best from our land.</u></p>	<p>The draft Land Use Strategy sets out the vision for sustainable land use in Scotland. The strategy outlines objectives, policies and actions which are required to deliver the strategy's vision. Scottish Ministers are required to produce a Land Use Strategy every five years as per The Climate Change (Scotland) Act 2009. The Third strategy follows strategies published in 2011 and 2016 with the third iteration expected to be published in March 2021. The draft Land Use Strategy was under public consultation at the time of assessment. It should be noted that it does not introduce new policy proposals from the 2016 land use strategy, but redesigns the language and layout and showcases how key strands of Scottish Government policies relate to land uses.</p> <p>The vision for land use in Scotland outlined by the strategy is for:</p> <p><i>'A Scotland where we fully recognise, understand and value the importance of our land resources, and where our plans and decisions about land use will deliver improved and enduring benefits, enhancing the wellbeing of our nation' (p.7).</i></p> <p>The objectives set out to achieve this vision are:</p> <p>'Land based businesses working with nature to contribute more to Scotland's prosperity; Responsible stewardship of Scotland's natural resources delivering more benefits to Scotland's people; and Urban and rural communities better connected to the land, with more people enjoying the land and positively influencing land use' (p.11)</p>	<p>Soil</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
<p>Climate Ready Scotland: Second Scottish Climate Change Adaptation Programme 2019-2024 (This programme is also listed under the Climate Change topic)</p>	<p>The programme describes an ‘outcome’ based approach. This includes: ‘Outcome 3: Our inclusive and sustainable economy is flexible, adaptable and responsive to the changing climate.’</p> <p>Part 3: Outcome 3 includes the following policies that relate to soil:</p> <p>Sub-outcome 3.1</p> <p>Soil and Nutrient Network: Soil and Nutrient Network has established a group of Scottish farms to take part in a ‘before and after’ project to looking at how to protect and improve Scottish farm soils. Our soils are the cornerstone to a sustainable and productive agricultural industry and its ability to continue to produce food for future generations. The Soil And Nutrient Network farms demonstrate how to make best use of both organic and inorganic fertilisers, the benefits of good pH levels and the importance of good soil structure as we look to help our farmers, crofters and land mangers adapt to a changing climate. (p.96)</p> <p>Farming with Nature: The Farming with Nature programme is a knowledge transfer and innovation programme aimed at Scottish farmers, crofters and land managers that are considering or currently working systems that embrace organic, agroecological or High Nature Value production methods. The broad themes covered by the programme include grassland management, animal health and welfare and woodland creation with a focus on best practice. Farming with Nature also looks to promote other evidenced practices that are newer to Scotland such as agro-forestry and mob grazing which can help farms adapt to a changing climate. This programme is delivered by the Soil Association Scotland. (p.96)</p> <p>Sub-outcome 3.1</p> <p>Economy: Adaptation Behaviours. Change farming practices to reduce erosion. Increased rainfall, wind and dry spells could increase erosion from fields. Farmers can help reduce erosion by ploughing horizontally along slopes, maintaining soil cover and limiting livestock access to waterlogged areas. (p.115)</p> <p>The programme also includes various other policies that relate less directly to soil.</p>	<p>Soil</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
<p>Relevance to STPR2</p>	<p>Policy identifies the importance of soil and the multiple functions that it holds. Soil is seen as a vital part of Scotland’s economy, environment and heritage.</p> <p>The importance of protecting and promoting healthy Peatland is also identified within policy due to its multiple benefits including carbon capture and an energy source.</p> <p>STPR2 can have a positive influence in achieving policy objectives by reviewing the environmental impact of Scotland’s road network on soils and peatland.</p>	<p>N/A</p>
<p>The River Basin Management Plan for the Scotland River Basin District: 2015-2027 (2015)</p>	<p>The Plan seeks to protect and improve the water environment of the Scottish river basin district. The plan sets out what relevant authorities should do to tackle the pressures on and improve the condition of affected rivers, lochs, estuaries, coastal waters and groundwater.</p>	<p>Water</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
<p>Scotland's National Marine Plan (2015)</p>	<p>The National Marine Plan fulfils joint requirements under the Marine (Scotland) Act 2010 and Marine and Coastal Access Act 2009 to prepare marine plans, providing a cohesive approach which covers both Scottish inshore and offshore waters and is in accordance with EU Directive 2014/89/EU on maritime spatial planning which came into force in July 2014. The plan notes the importance of the interaction and alignment between marine and terrestrial planning in order to achieve the Plans overall vision:</p> <p><i>'Clean, healthy, safe, productive and diverse seas; managed to meet the long-term needs of nature and people'</i></p> <p>The following objectives were outlined in relation to transportation, specifically Shipping, Ports, Harbours and Ferries:</p> <ul style="list-style-type: none"> Safeguarded access to ports and harbours and navigational safety Sustainable growth and development of ports and harbours as a competitive sector, maximising their potential to facilitate cargo movement, passenger movement and support other sectors; Safeguarded essential maritime transport links to island and remote mainland communities Linking of ferry services with public transport routes and active travel routes to help encourage sustainable travel where possible; Best available technology to mitigate and adapt to climate change, where possible, supporting efficiencies in fleet management and ensuring port infrastructure and shipping services are able to adapt to the consequences of climate change. 	<p>Water</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
Blue Seas – Green Energy: A Sectoral Marine Plan for Offshore Wind Energy in Scottish Territorial Waters	<p><i>Blue Seas – Green Energy</i> is split into two parts – <i>The Plan</i> and <i>Post Adoption Statement</i>. The plan is the strategic planning document for the development of offshore wind energy in Scottish Territorial Waters. The plan seeks to deliver Scottish Ministers’ policies for green energy, helping to meet Scotland’s carbon reduction targets.</p> <p>The Plan is based on strategic aims which are applicable across its geographical scope. These are:</p> <ul style="list-style-type: none"> Maximise the contribution that offshore wind energy makes to renewable energy generation in Scotland; Maximise opportunities for economic development, investment and employment; Minimise adverse effects on people, other economic sectors and the environment; and Deliver offshore wind while complementing other forms of marine energy generation. <p>Specifically, the plan recognises the importance of ports and harbours in the transition to a low carbon economy.</p>	Water
Relevance to STPR2	<p>Policy relating to the water environment focuses on protecting all of Scotland’s water resources including rivers, lochs, transitional waters, coastal waters and groundwater resources.</p> <p>Additionally, policy includes the enhancement of maritime transport links to island and remote communities. As such, STPR2 will play an important role in this enhancement by reviewing island connectivity and ferry services in Scotland.</p> <p>Policy also focuses on flood risk management which proposes a sustainable approach to flood risk in Scotland.</p> <p>The STPR2 SEA should consider the impact that existing transport infrastructure in Scotland has on the water environment and propose improvements and solutions for the future.</p>	N/A
Historic	The policy statement replaces the Historic	Cultural



PPS	SUMMARY	RELEVANT SEA TOPICS
<p>Environment Policy for Scotland (HEPS) (Historic Environment Scotland 2019)</p>	<p>Environment Scotland Policy (HESPS) (2016) and provides direction on decision-making that affects the historic environment. There are six policies for managing the historic environment, which are:</p> <p>Decisions affecting the historic environment should be informed by an inclusive understanding of its breadth and cultural significance.</p> <p>Decisions affecting the historic environment should ensure that its understanding and enjoyment as well as its benefits are secured for present and future generations.</p> <p>Plans, programmes, policies and strategies and the allocation of resources should be approached in a way that protects and promotes the historic environment. Detrimental impacts on the historic environment should be avoided. Steps should be taken to demonstrate that alternatives have been explored, and mitigation measures should be put in place.</p> <p>Changes to specific assets and their context should be managed in a way that protects the historic environment. Opportunities for enhancement should be identified where appropriate. If detrimental impact on the historic environment is unavoidable, it should be minimised. Steps should be taken to demonstrate that alternatives have been explored, and mitigation measures should be put in place.</p> <p>Decisions affecting the historic environment should contribute to the sustainable development of communities and places.</p> <p>Decisions affecting the historic environment should be informed by an inclusive understanding of the potential consequences for people and communities. Decision-making processes should be collaborative, open, transparent and easy to understand.</p>	<p>Heritage</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
<u>Managing Change in the Historic Environment (Historic Environment Scotland 2010-2019)</u>	The series provides best practice advice to guide changes to the historic environment. The guidance note provides advice on how to assess the impact of change on the setting of historic assets.	Cultural Heritage
<u>Our Place in Time - The Historic Environment Strategy for Scotland (2014)</u>	Scotland's Historic Environment Strategy is a high-level framework which sets out a 10-year vision for the historic environment. The key outcome is to ensure that the cultural, social, environmental and economic value of Scotland's historic environment continues to make a strong contribution to the wellbeing of the nation and its people. It was developed collaboratively and identified the need for strategic priorities to help align and prioritise sector activity towards a common goal.	Cultural Heritage
<u>Creating Places: A Policy Statement on Architecture and Place (2013)</u>	The policy statement sets out the value good design can deliver, noting that successful places can unlock opportunities, build vibrant communities and contribute to a flourishing community. The important role of maintain cultural connections is also noted.	Cultural Heritage
Relevance to STPR2	<p>National policy on cultural heritage and the historic environment focuses on the importance of protecting and enhancing historic and cultural assets in Scotland. Policies seek to enhance the cultural, social, environmental and economic value of Scotland's historic assets in order to achieve sustainable development in communities.</p> <p>An emphasis is placed on the positive impact that protecting these assets can have on building vibrant communities through good design.</p> <p>Policies also outline the role and importance of collaboration between different organisations and groups.</p> <p>The STPR2 SEA should consider the impacts that the current transport network has on cultural heritage and how potential impacts can be mitigated.</p>	N/A



PPS	SUMMARY	RELEVANT SEA TOPICS
Creating Places: A policy statement on architecture and place for Scotland	<p>The policy statement sets out the Scottish Government’s position on architecture and place. It emphasises the important relationship between architecture and place which contribute to the Governments National Outcomes. The statement sets out six qualities of successful places which the Government consider in delivering good places:</p> <ul style="list-style-type: none"> distinctive; safe and pleasant; easy to move around; welcoming; adaptable; and resource efficient. <p>Of relevance, a key theme of the policy statement is sustainable development, which is seen to permeate many aspects of place, location, natural capital, energy, transport and health. Specifically, designing places that are compact, walkable and are connected by sustainable modes of transport are integral.</p>	<p>Landscape and Visual Amenity</p>
Place Principle	<p>The Scottish Government’s Place Principle promotes a shared understanding of place, and the need to take a more collaborative approach to a place’s services and assets to achieve better outcomes for people and communities. The principle encourages and enables local flexibility to respond to issues and circumstances in different places.</p> <p>The Place Principle supports the National Performance Framework’s collective purpose for Scotland.</p>	<p>Landscape and Visual Amenity</p>
Designing Streets: A Policy Statement for Scotland (2010)	<p>Designing Streets is the first policy statement in Scotland for street design and marks a change in the emphasis of guidance or street design towards place-making and away from a system focused upon the dominance of motor vehicles. Street design has a direct influence on significant issues such as climate change, public health, social justice, inclusivity and local and district economies.</p>	<p>Landscape and Visual Amenity</p>
SNH (now	<p>NatureScot’s policy statement sets out their</p>	<p>Landscape</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
NatureScot) Landscape Policy Framework – Policy Statement No. 05/01	<p>approach for Scotland’s landscape and how they seek to fulfil the requirements of Government policy related to landscape. NatureScot’s aim for Scotland’s landscape is as follows:</p> <p><i>‘To safeguard and enhance the distinct identity, the diverse character and the special qualities of Scotland’s landscape as a whole, so as to ensure tomorrow’s landscape contribute positively to people’s environment and are at least as attractive and valued as they are today.’</i></p>	<p>and Visual Amenity</p>
People, Place and Landscape: A Position Statement from Scottish Natural Heritage and Historic Environment Scotland	<p>The Position Statement sets out the vision and approach of SNH (NatureScot) and HES for managing change in Scotland’s landscapes in more detail. The Statement includes the following vision:</p> <p>‘All Scotland’s landscapes are vibrant and resilient. They realise their potential to inspire and benefit everyone. They are positively managed as a vital asset in tackling climate change. They continue to provide a strong sense of place and identity, connecting the past with the present and people with nature, and fostering wellbeing and prosperity.’</p> <p>To deliver this vision, the following actions are proposed:</p> <ul style="list-style-type: none"> Talking about landscape and its range of benefits Engaging more local communities and other stakeholders in helping shape future landscape change Strengthening the role of landscape approaches in the planning, management and design of built development and other land uses <p>Progress on these actions will be measured against the Scottish Government’s National Performance Framework.</p>	<p>Landscape and Visual Amenity</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
Climate Action Plan 2020-2025, Historic Environment Scotland	<p>The Climate Action plan outlines the approach that Historic Environment Scotland (HES) will take in relation to addressing the climate emergency over the next five years and beyond. Both the actions and narrative set out in the plan aims to build upon progress that has already been made and will provide guidance as to how some of Scotland's most recognisable places will be protected as well as the landscapes and infrastructure that supports them.</p> <p>The plan also sets out how HES intend to use their position as a leading public body in Scotland to inform and contribute to the global effort in tackling the climate crisis.</p>	Climatic Factors, Cultural Heritage
Scotland's Archaeology Strategy	<p>The strategy was the first of its kind in Europe when launched in 2015. It reflects upon archaeological highlights over a five-year period and aims to make archaeology matter for everyone in Scotland. The review identifies the following key areas:</p> <ul style="list-style-type: none"> • Delivering archaeology • Enhancing understanding • Caring and protecting • Encouraging greater engagement • Championing innovation and skills 	Cultural Heritage
Relevance to STPR2	<p>National policy on landscape and visual identifies the importance of protecting Scotland's landscape due to its contribution to quality of life, promoting the country's national identity and enhancing the economy.</p> <p>The SEA should assess current landscape and visual impacts as a result of Scotland's transportation network and seek to propose solutions to reduce any impacts.</p> <p>Documents such as Designing Streets and Creating Places emphasise the relationship between architecture and place. Linked to transport, focus is placed on designing places that are compact, walkable and connected by sustainable modes of transport.</p> <p>As such, STPR2 should look at the design of transportation links both between and within places in order to create more attractive places.</p>	N/A



PPS	SUMMARY	RELEVANT SEA TOPICS
National Transport Strategy 2 First Delivery Plan 2020 - 2022	<p>The NTS 2 First Delivery Plan sets out the actions that Transport Scotland will take over the next two years, as part of delivering on their 20-year vision committed to in the NTS2 – to deliver a transport system that is sustainable, inclusive, safe and accessible. The actions in the Delivery Plan reinforce the Sustainable Travel and Investment Hierarchies and promote walking, wheeling and cycling, and shared transport options in preference to private car use.</p>	All SEA topics
National Transport Strategy Second Delivery Plan 2022 - 2023	<p>The NTS2 Second Delivery Plan sets out the practical actions which are underway, or due to begin, across Scottish Government which will deliver the vision, providing a coordinated overview to our transport investments and projects. This NTS Delivery Plan provides a package of actions and interventions which support Scottish Governments vision and strategic themes. At a local level the Regional Transport Strategies and Delivery Plans provide a detailed overview of the regional and local priorities, projects, actions and services, aligned with the NTS priorities.</p> <p>At the time of publication, the NTS2 recognised the need for its implementation to remain flexible in order to adapt to emerging and changing evidence. Due to the ongoing challenges of COVID-19 over two years later, this flexible approach remains. The Delivery Plan recognises the shared policy programme introduced in 2021 by the Scottish Government and the Green Party and the bold commitments made within this to further the outcomes within the NTS2 in response to the climate emergency.</p>	All SEA topics
Programme for Government: Protecting Scotland, Renewing Scotland: The Government's Programme for Scotland 2022 to 2023	<p>The Scottish Government's - Programme for Government (PfG) is published every year at the beginning of September and sets out the actions that the Scottish Government will take in the coming year and beyond. It includes the legislative programme for the next parliamentary year to drive forward change across all levels of society.</p> <p>Transport features annually in the PfG as it is a devolved matter and reflects the Government's priorities in terms of policy development and transport investment priorities. Over the last six to seven years, strategic transport investment has</p>	All SEA topics



PPS	SUMMARY	RELEVANT SEA TOPICS
	<p>been a particular feature of the priorities from transport given the Government’s wider aims around achieving Net Zero. STPR2 has featured heavily within recurring PfG documents including in the recent 2021-22 document. The “Cost of Living Crisis” that has emerged throughout 2022 and the Scottish Government response to this has seen a significantly shortened and more focussed PfG for 2022-23. Whilst transport has featured in this most recent PfG the focus has been on measures to support those using the transport network to get to work, travelling on business, shopping and going to education against the rising costs of travel. Therefore it should be noted that there are references within this report to different PfG documents and this reflects the important links to other transport policy and strategy developments that have happened over the last few years.</p>	



PPS	SUMMARY	RELEVANT SEA TOPICS
<p><u>Scottish Ferry Services: Ferries Plan (2013-2022)</u></p>	<p>The plan sets out strategic guidance for the provision of ferry services in Scotland between 2013-2022. It aims to maximise the economic and social potential of remote rural and island communities in Scotland. Achieving economic prosperity for Scotland’s island communities requires a high-quality, reliable and affordable service to promote growth in sectors such as tourism, whisky, fishing and renewable energy.</p> <p>The purpose of the Scottish Ferries Review of which the Ferries Plan considers has been to:</p> <ul style="list-style-type: none"> develop a shared vision and outcomes for lifeline ferry services in Scotland, in the context of the Economic Strategy and National Transport Strategy; analyse the current lifeline ferry services and network, identifying how well it meets the proposed outcomes and how it links to the rest of Scotland’s transport network; inform the Scottish Government’s long-term plan for lifeline ferry services in Scotland and influence the next round of procurement of ferry services; identify policies to be taken forward to deliver the long-term plan, including the planned investment framework. <p>The Ferries Plan makes recommendations regarding:</p> <ul style="list-style-type: none"> where investment should be focused to make improved connections for island and remote rural communities; improving reliability and journey times; seeking to maximise the opportunities for employment, business, leisure and tourism; promoting social inclusion. 	<p>All SEA topics</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
Consultation on Scotland's Rail Infrastructure Strategy 2019	<p>The consultation paper sets out the Scottish Government's vision for rail, considers the challenges and opportunities Scotland are facing, and makes a number of proposals that can help to maximise investment in rail infrastructure to support the growth in demand that is predicted.</p> <p>The Scottish Government's vision for Scotland's railways is:</p> <p>A railway that supports this Government's aim for sustainable economic growth by providing services that are affordable and accessible to all;</p> <p>Offer fast, frequent and environmentally sustainable connections for communities and businesses to our cities and regions;</p> <p>Create seamless links to other modes of transport, to allow passengers and goods to complete journeys with ease.</p>	<p>All SEA topics</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
Rail Enhancement & Capital Investment Strategy 2018	<p>The strategy sets out the approach to planning and funding rail projects, looking beyond the traditional 5-year railway industry planning cycle and takes a strategic approach to all rail capital investments with a particular focus on making best use of the opportunities presented by major renewals. The approach to investment remains within the context of the government's ambitions for Scotland, with its two mutually supportive goals of increasing competitiveness and tackling inequality in Scotland. The strategy sets out the following objectives for strategic projects:</p> <p>Completion – projects which commenced in Control Period 5 and which are scheduled to complete early in Control Period 6</p> <p>Capacity – projects which will enhance the capacity of the network and help to meet future forecast demand projections</p> <p>Connectivity – projects which will improve connectivity including the consideration of new stations and enhanced integration with other modes including cycling and walking</p> <p>Competitiveness – projects which will further improve the competitiveness of rail as a mode of travel, with a focus on improved journey times and connections between key city hubs, promoting modal shift</p> <p>Committed obligations – projects which address franchisee obligations</p> <p>Innovation and low-carbon – projects which address the Government's desire to move towards a low carbon economy by greater use of modern green technologies.</p>	<p>All SEA topics</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
Scotland's Railways	<p>Scotland's Railways sets out the Scottish Governments plan for potential interventions over the short, medium and longer term to deliver their vision for rail. The primary aims of the plan are to:</p> <ul style="list-style-type: none"> Support Scotland's high-level objective to promote economic growth by focusing on the rail network moving large volumes of people quickly and reliably within and between Scotland's city region as a priority; Support Scotland's high-level objective to protect the environment improve health by recognising the role of rail as an integral part of Scotland's National Transport Strategy and the contribution rail makes to a sustainable, efficient and effective transport system which minimises the impact of travel on the environment. 	<p>All SEA topics</p>
Delivering the Goods: Scotland rail freight strategy	<p>The Freight Strategy is embedded within the NTS, covering all modes to ensure overall priorities for freight infrastructure are aligned. The objectives for the freight strategy are:</p> <ul style="list-style-type: none"> Enhance Scotland's competitiveness; Support the development of the freight industry in Scotland; Maintain and improve the accessibility of rural and remote areas; Minimise the adverse impact of freight movements on the environment in particular through reduction of emissions and noise; Ensure freight transport policy integration. 	<p>All SEA topics</p>
Network Rail Scotland Route Study 2016	<p>The Scotland Route Study is a key part of the rail industry's long-term planning process. The proposals and choices presented are fundamental to informing investment decision for the medium and long term.</p> <p>In developing the investment choices for funders, the Scotland Route Study has considered a number of key issues that are likely to shape the way UK railway will develop in the coming years. These relate specifically to: safety; performance; resilience; construction of HS2 and the move towards a digital railway.</p>	<p>All SEA topics</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
A National Mission with Local Impact – Infrastructure Investment Plan for Scotland 2021-22 to 2025-26	<p>The Infrastructure Investment Plan 2021-22 to 2025-26, published on 4 February 2021, focuses on three core strategic themes for guiding investment decisions in Scotland:</p> <ul style="list-style-type: none"> • enabling the transition to net zero emissions and environmental sustainability; • driving inclusive economic growth; • building resilient and sustainable places. <p>The IIP also introduces the Common Investment Hierarchy, which is aligned to Transport Scotland’s Sustainable Investment Hierarchy. This thereby provides overall alignment between the outcomes of STPR2 and the Scottish Government’s investment priorities.</p> <p>The investment in infrastructure is targeted to maximise wider economic benefits and the delivery of the National Outcomes. The investment is often made by the Scottish Government or in partnership with Local Government. Where possible, however, the Scottish Government looks to create opportunities and the right conditions to leverage additional private sector investment across Scotland.</p>	<p>All SEA topics</p>
Investing for Jobs: Capital Spending Review 2021-2022 to 2025-2026	<p>In February 2021, the Scottish Government published a five-year Capital Spending Review (CSR) alongside the IIP, with the aim of providing a strong and coherent framework for directing future commitments and giving confidence and certainty to sectors across Scotland.</p> <p>Since publication, there have been changes in three key factors which have a bearing on the Scottish Government’s infrastructure investment pipeline of projects and programmes – including changes in funding allocations, market conditions and fresh commitments outlined in the 2021 Programme for Government and the Bute House Agreement. Consequently, a Targeted Review of the CSR was published in May 2022. The three core strategic themes for guiding investment decisions in Scotland, as set out within both the IIP and the CSR, are displayed within Figure 6.</p> <p>The Targeted Review of the CSR, alongside the</p>	<p>All SEA topics</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
	<p>IIP, demonstrates how the Scottish Government will deliver the National Infrastructure Mission commitment to boost economic growth by increasing annual investment in infrastructure by 1 per cent of 2017 Scottish Gross Domestic Product (GDP) by 2025-26. The economic rationale for the National Infrastructure Mission is founded on the important role that infrastructure investment plays in improving the productive capacity of the economy and delivering long-term economic benefits.</p> <p>At the time of writing, Scotland is facing a severe economic upheaval, already impacting people, businesses, public services and the third sector. The Scottish Government's 2022 -23 Programme for Government, published in September 2022, sets out the immediate response to the cost crisis, as well as outlining its ambition to create a better future in the longer-term.</p>	
<p>Emergency Budget Review: 2022 to 2023</p>	<p>In August 2022, the Scottish Government committed to undertaking an Emergency Budget Review (EBR) to supplement normal budget processes and determine any and all opportunities to direct additional resources to support those most in need, as well as ensuring existing resources are allocated as effectively as possible in light of changing circumstances. The EBR primarily examined the scope for change within the current 2022-23 budget, alongside an assessment of the context that will inform the forthcoming Scottish Budget 2023-24. The process has considered all devolved budgets, including capital investment in infrastructure, and determined where savings can be made. The EBR was published in November 2022 and the Scottish Budget 2023-24 is expected to be published in December 2022.</p>	<p>All SEA topics</p>
<p>Scotland's Road Safety Framework to 2030</p>	<p>The Road Safety Framework to 2030 sets out a long-term vision for road safety, Vision Zero, where there are zero fatalities and injuries on Scotland's roads by 2050. The journey to achieving this vision will also include interim targets where the number of people being killed or seriously injured on our roads will be halved by 2030.</p>	<p>All SEA topics</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
Scottish Trunk Road Network Asset Management Strategy	<p>Transport Scotland’s Asset Management Policy reaffirms their commitment to ensure that Scotland’s transport network is able to serve its function in addition to being safe, resilient and in the best condition. Related to the environment, the Policy seeks to <i>‘Reduce carbon and waste and enhance environments’</i>. In addition, the policy document outlines how Transport Scotland are protecting Scotland’s transport assets from the environment, including developing their Climate Change Adaptation and Resilience Plans and that activities are carried out in line with the current and future Scottish Climate Change Adaptation Plan (SCCAP).</p>	<p>All SEA topics</p>
The Scottish Energy Strategy: The Future of Energy in Scotland	<p>Scotland’s Energy Strategy sets out the Scottish Government’s vision for energy generation and consumption to 2050. The strategy centres around three themes: meeting our energy supply needs, transforming Scotland’s energy use and smart local energy systems.</p> <p>The Scottish Governments Vision for energy in Scotland is:</p> <p><i>‘A flourishing, competitive local and national energy sector, delivering secure, affordable, clean energy for Scotland’s households, communities and businesses’</i></p>	<p>All SEA topics</p>
Switched on Scotland Phase Two: An Action Plan for Growth	<p>The action plan outlines the activities that Transport Scotland will undertake in the second phase of implementing the Switched on Scotland Roadmap, which sets out a long-term vision and strategic approach to advance widespread adoption of electric vehicles. The plan defines ten outcome-focused actions which will collectively deliver three positive impacts, namely: decreased costs, enhanced convenience, and a change in culture where EVs are preferred to fossil fuelled vehicles.</p>	<p>All SEA topics</p>



PPS	SUMMARY	RELEVANT SEA TOPICS
Future Intelligent Transport Systems Strategy	<p>The core aim of the Future ITS Strategy is to provide clarity on Transport Scotland’s priorities of Intelligent Transport Systems to contribute to the safe and efficient operation of Scotland’s trunk roads and motorways and meet the needs of customers. The strategy identifies six strategic themes which provide a starting point for the development of action plans and delivery programmes. Theme 3: Environment and Sustainability comprises using ITS to contribute to improved air quality, lower noise levels and reduce the adverse effects of heavy traffic. In addition, it seeks to determine how best to support a low carbon economy through the selection and use of ITS technology and greener travel choices, including low carbon and electric vehicles and supporting Active Travel.</p>	<p>All SEA topics</p>
Union Connectivity Review: Final Report – November 2021	<p>The report provides a breakdown of current road, rail, air and sea connectivity within the UK, and sets out the economic context for better connectivity. It outlines a number of existing transport projects that, according to the evidence submitted so far, should be considered for future investment, as well as the potential development of a new UK strategic transport network. The report also assesses the current environmental impact of transport within the UK.</p>	<p>All SEA topics</p>
<p>Relevance to STPR2</p>	<p>These PPS set out a number of objectives of relevance to the STPR2 SEA.</p> <p>National policy regarding material assets focuses on the need to improve the efficiency and accessibility of transport infrastructure such as rail and ferries. These forms are seen as integral to maximise the economic and social potential of rural and island communities.</p> <p>It is anticipated that STPR2 will have a positive impact on the aims and objectives of these policies as it seeks to review the performance of the strategic transport network across all transport modes in Scotland.</p> <p>STPR2 SEA should review the environmental impact of improving and expanding these transport service.</p>	<p>N/A</p>

