



SWestrans REGIONAL TRANSPORT STRATEGY

Strategic Environmental Assessment

Post Adoption Statement

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1 Introduction

1.1 Background

1.1.1 SWestrans, the Regional Transport Partnership for South West Scotland, has produced a new Regional Transport Strategy 2023-2042 which sets out the policy framework for transport delivery in Dumfries and Galloway for the next 20 years. The RTS was approved by the SWestrans Board on **30th June 2023** and subsequently received ministerial approval on **7th March 2024**.

1.1.2 This document forms the Post-Adoption Statement (PAS) for the Strategic Environmental Assessment (SEA) of the SWestrans RTS. The PAS concludes the SEA process and sets out how the findings of the SEA Environmental Report, and the views expressed by consultees therein, have been taken into account. The PAS has been prepared on behalf of SWestrans, the Planning Authority, by Stantec UK Ltd in accordance with the requirements of the Environmental Assessments (Scotland) Act 2005 (the '2005 Act').

1.2 The RTS Process

1.2.1 In working towards the publication of the final RTS, several interim milestones were delivered:

- A SEA Scoping Report was produced in February 2022 ('the SEA Scoping Report') and was consulted on with SEA Consultation Authorities from 11th February 2022 for a 35-day period.
- An Equalities Impact Assessment Framing outlining the proposed scope and approach to undertaking an equalities impact assessment (EqIA) was produced in March 2022
- The RTS Case for Change Report, RTS Case for Change SEA Environmental Report (ER) and RTS Case for Change Equality Impact Assessment Report were consulted upon between 25th April 2022 and 5th June 2022.
- Statutory consultation on the Draft RTS, the Environmental Report (ER), ER Non Technical Summary and Equalities Assessment Duties Report took place between 4th October 2022 and 13th January 2023.

1.2.2 Drawing on the findings from this consultation the RTS was updated and finalised and on 30th June 2023, the SWestrans Board approved the final version of the RTS. The RTS was then submitted to Scottish Ministers for approval in compliance with the requirements of the Transport (Scotland) Act 2005 and the statutory guidance on the preparation of Regional Transport Strategies. Ministerial approval was granted on 7th March 2024.

1.2.3 At the heart of the RTS is a core alignment with the four 'Priorities' and the Sustainable Travel Hierarchy defined in the Scottish Government's National Transport Strategy 2 (NTS2), which was published in February 2020. The four 'Priorities' are:

- Reduces inequalities
- Takes climate action
- Helps deliver inclusive economic growth
- Improves our health and wellbeing

- 1.2.4 Drawing on these national priorities, the RTS sets out a 'Vision' and a set of Strategy Objectives for the development of transport in Dumfries and Galloway and an associated set of RTS Themes and Priorities. A summary of these is set out in figure 1-1 below.

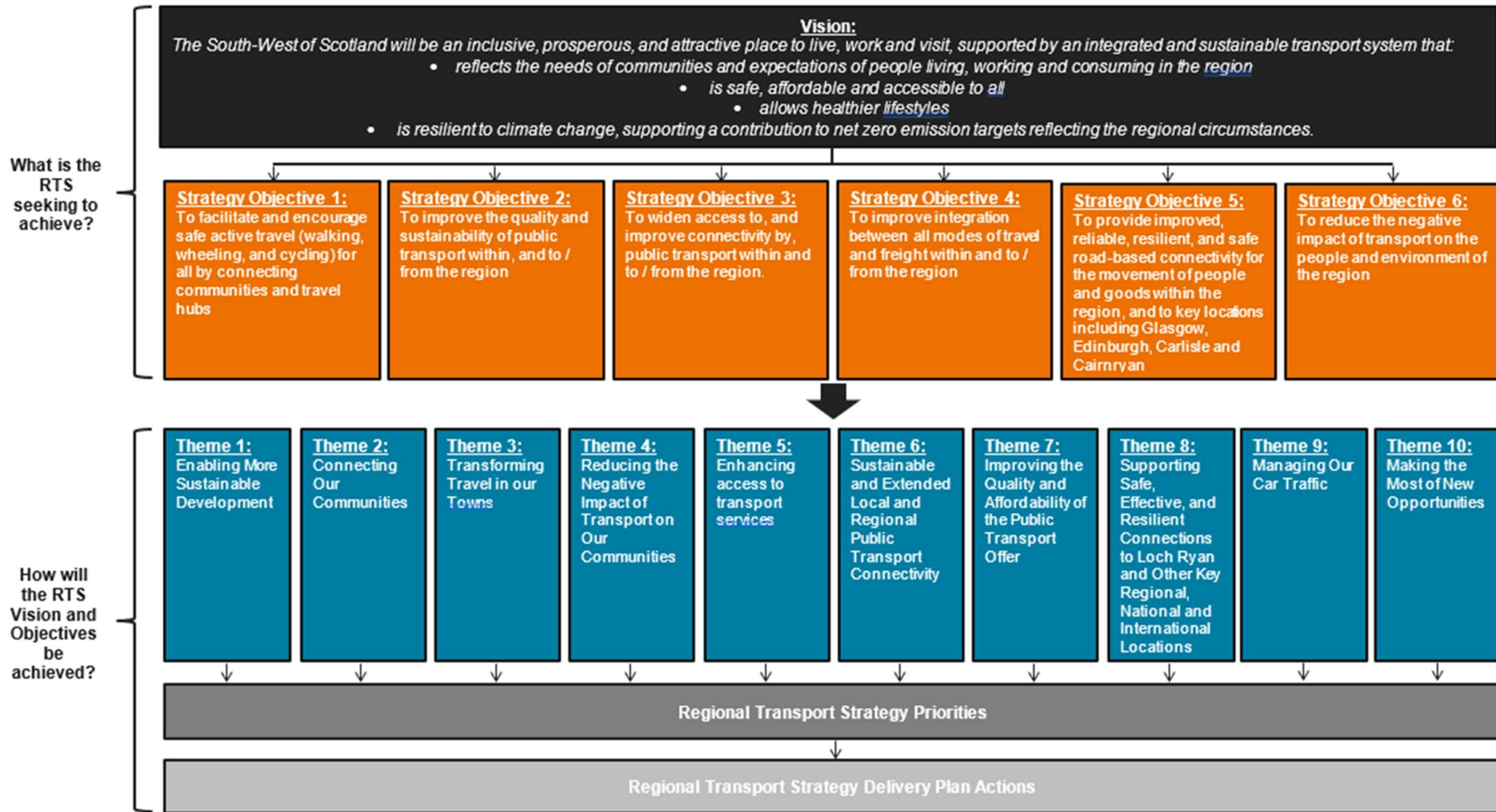


Figure 1-1: Overview of RTS Vision, Objectives, Themes and Priorities

2 Post Adoption Statement

2.1 Overview

2.1.1 The purpose of this statement is to demonstrate how the SEA served to influence the drafting of the final adopted RTS and has been produced taking into account the findings of the consultation on that document. As per the Environmental Assessment (Scotland) Act 2005, Chapter 2 of this statement sets out the following:

- A summary of the SEA process
- How environmental considerations have been integrated into the RTS
- How the Environmental Report has been taken into account
- How the responses to the consultation on the RTS have been taken into account
- The reasons for choosing the RTS in light of other reasonable alternatives
- An overview of the measures that are to be taken to monitor the significant environmental effects of the implementation of the RTS

2.2 The SEA Process

2.2.1 The purpose of SEA is to identify, assess and evaluate the likely significant environmental effects of a qualifying plan, programme or, in this instance, a strategy. A key objective of the SEA in this context is to enhance the environmental and wider sustainability performance of the RTS. This is achieved through:

- Identifying any likely significant effects from the implementation of the RTS as drafted
- Proposing mitigation measures to address any identified significant environmental effects
- Identifying enhancement measures to improve the overall performance of the RTS

2.2.2 As such, SEA is an integral part of good policy development and should not be viewed as a separate or retrospective activity. Section 18(1) and (2) require that a statement containing the particulars set out in Section 18(3) is prepared and published following adoption of the RTS and the publication of the SEA Report.

2.2.3 The previous stages of SEA undertaken with respect to the emerging RTS comprised consultations on an SEA Scoping Report (February 2022) and the SEA of the 'Case for Change' Report (April 2022). The SEA of the RTS builds directly on these previous stages and relevant content from previous reporting has been carried forward into the ER with updates as required.

2.2.4 The SEA Scoping Report was submitted to the Scottish Government's SEA Gateway in February 2022. The Scoping Report sought the views of the SEA Consultation Authorities on the proposed scope, methodology and level of detail required in undertaking a legally compliant SEA of the emerging RTS. Responses relating to the SEA Scoping Report were

received from the SEA consultation authorities¹ and were incorporated into both the RTS development and the associated SEA process².

- 2.2.5 The RTS Case for Change Report was produced to set out the policy and spatial context for the new strategy, provide a consolidated evidence base to identify the main transport problems experienced within the region and to set out proposed RTS Vision and Objectives which reflect these problems and ultimately underpin the development of the new RTS. The RTS Case for Change was revised and updated on the basis of the Interim SEA Report, which was integral to the development of the Case for Change Report.
- 2.2.6 The overall approach to the SEA and the SEA framework was also amended to take account of scoping consultation responses. The SEA framework focuses on assessing potential effects in relation to the ten SEA Objectives as set out in Table 2-1.

Table 2-1: SEA Objectives

SEA Objective	Objective Wording
Climate Change	Respond to the climate emergency by decarbonising infrastructure assets and services, promoting and enhancing natural infrastructure, facilitating a low carbon economy, and adapting to accommodate the effects of climate change.
Air Quality and Amenity	To maintain and improve air quality, by reducing concentrations of harmful atmospheric pollutants and minimise exposure to noise and vibration.
Biodiversity, Geodiversity and Soil	Conserve, protect, restore and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and soil resources and by protecting, promoting and enhancing green infrastructure.
Water, Flood Risk and Resilience	Conserve, protect and enhance water environments, water quality and water resources, whilst adapting to climate change and reducing exposure to flood risks.
Cultural Heritage	Conserve, protect and enhance the historic environment, designated and non-designated cultural assets and promote south west Scotland's distinct culture.
Landscape	Protect and enhance the landscape character, townscape character and visual amenity.
Accessibility and Connectivity	Facilitate appropriate connectivity and affordable, sustainable access for all to employment, education, facilities and services, and socioeconomic and leisure opportunities.
Inclusive Growth	Improve social and economic prosperity for all by enhancing productivity and competitiveness and through reducing societal and environmental inequalities.
Human Health	Improve the health of the resident and workplace population, including with respect to physical and mental health and social wellbeing.
Material Assets	Manage, maintain and where possible regenerate the efficient and effective use of natural resources, ecosystem services, land and infrastructure to meet identified needs.

2.3 Integration of the SEA into the RTS

- 2.3.1 Stantec provided drafting and technical support to SWestrans in the preparation of the Draft RTS, in conjunction with the SEA. This allowed informal and early feedback of key issues identified by the SEA project team to be incorporated, resulting in iterative amendments to strengthen the Draft RTS as it developed. Since the RTS is objective-led, the aim was to

¹ Historic Environment Scotland, Scottish Environment Protection Agency and Scottish Natural Heritage

² In response to comments provided by the SEA Consultation Authorities, the following amendments were made to the SEA framework: the addition of a guiding question relating to the infrastructure which itself has heritage value and increased emphasis on the environmental issues relating to socio-economic SEA Objectives.

embed and integrate environmental principles at the earliest stages, ensuring that environmental considerations were fully integrated within the RTS Objectives.

- 2.3.2 Stantec commenced the SEA of the Draft RTS following completion of a STAG-based Preliminary Options Appraisal. An initial step involved advising on how best to implement mitigation and enhancement recommendations identified through the SEA of the Case for Change Report. SEA based testing and refinement of emerging RTS components (e.g., policy themes) then took place before formal SEA policy assessment reporting was completed to align with the settled version of the Draft RTS. This iterative process allowed the SEA to inform the final content of the Draft RTS, and latterly the RTS itself, minimising its likely significant adverse effects and maximising its positive environmental performance.
- 2.3.3 Since all components of a development plan, programme or strategy need to be unambiguous to ensure that they can be implemented as intended, the identification of any assumptions and uncertainties is an important element of SEA. In addition, the 2005 Act requires consideration to be given to “the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme”. A key role of the SEA process is therefore to devise appropriate mitigation and enhancement recommendations in order to address identified uncertainties, resolve deficiencies and strengthen the sustainability performance of the plan being assessed.
- 2.3.4 A SEA focused review of emerging content for inclusion in the RTS was undertaken by the SEA project team to address any emerging structural or environmental issues at the earliest opportunity. The review took into account the SEA recommendations developed in the RTS Case for Change Report. The purpose of the review was to identify any weaknesses and to improve the environmental performance of the proposed RTS Vision and Priorities, Targets and Strategy Objectives through iterative testing and refinement.
- 2.3.5 The Environmental Report was drafted late on in the process of RTS development and appraisal. It therefore presents an assessment of the likely environmental effects of the Strategy at a stage when these effects had been minimised as far as possible. There were no significant changes to the content of the Strategy between the draft and final stages as SEA issues and objectives had been taken account of throughout the Strategy development process.

2.4 How has the ER has been accounted for in the RTS?

- 2.4.1 Following the production of the Draft RTS, a formal SEA of its substantive content was undertaken. This demonstrated that, through resolving uncertainties and inconsistencies, and by identifying opportunities to improve the environmental performance of the RTS, the SEA process has closely influenced the content of the final document. As a result, the RTS is now considered to be robust and effective in terms of addressing relevant environmental issues.
- 2.4.2 Through the SEA process, both positive and negative environmental effects of the proposed policy themes and associated priorities were identified and subsequently detailed in Appendix E of the full SEA Environmental Report. The table below summarises the key SEA findings in relation to the RTS themes and priorities.

Table 2-2: Summary of SEA findings with respect to RTS Themes and Priorities

SEA Objective	Impact of Themes and Priorities on SEA Objective	Overall Impact
Climate change	<ul style="list-style-type: none"> ▪ The Draft RTS priorities are predicted to have a range of beneficial and some negative effects on the Climate Change SEA Objective. ▪ Priorities which support enhanced public transport and active travel would be contribute to modal shift where they were delivered and sustained at scale across the key transport corridors in the region. This would contribute to reducing regional carbon emissions from transport through reductions in road-based travel. ▪ Improved integration between transport and land-use and other demand management measures would also encourage modal shift or reduce the need to travel altogether, both of which would contribute to reducing carbon emissions. ▪ Priorities which provide some support for the decarbonisation of transport modes, from cars to commercial vehicles, buses and trains, providing significant beneficial effects to this SEA Objective. ▪ Priorities which seek opportunities to shift goods from HGVs onto the rail network by the creation of new freight hubs are predicted to have significant beneficial effects on climate change mitigation through their potential to contribute to modal shift and reduced emissions from more efficient freight management. 	Significant Positive
	<ul style="list-style-type: none"> ▪ There is some uncertainty around Priorities to investigate the feasibility of bypasses and enhancements to the strategic road network, in terms of the extent of works which may arise and their effect on levels of road-based transport. These Priorities are likely to increase road-based transport, the increase may be offset to some extent by more efficient journeys and the decarbonisation of vehicles, however an overall increase in emissions of greenhouse gases may occur. These measures and associated increases are partly associated with longer-distance travel through the region 	Uncertainty
Air Quality and Amenity	<ul style="list-style-type: none"> ▪ The Draft RTS Priorities are predicted to have a range of beneficial effects on the Air Quality and Amenity SEA Objective and some uncertain/potentially negative effects. Priorities which support enhanced public transport and active travel would be predicted to contribute to modal shift where they were delivered and sustained at scale across the key transport corridors in the region. This would contribute to reducing emissions to air from transport through reductions in road-based travel. <ul style="list-style-type: none"> ▪ Improved integration between transport and land-use and other demand management measures are also anticipated to encourage modal shift or reduce the need to travel altogether, both of which would contribute to reducing emissions to air. ▪ Support for the decarbonisation of transport modes, from cars to commercial vehicles, buses and trains will also provide significant beneficial effects to this SEA Objective as well as modal shift of goods from HGVs onto the rail network. ▪ These Priorities are likely to increase road-based transport, the increase may be offset to some extent by more efficient journeys and the decarbonisation of vehicles, however an overall increase in emissions of pollutants to the atmosphere may occur, impacting air quality (and subsequently human health and biodiversity). These measures and associated increases are partly associated with longer-distance travel through the region, such as to the ports, as well as providing connectivity through this predominantly rural region. Investigating the feasibility of bypasses within Theme 4 would consider several communities through which A-roads currently pass. Whilst there are no Air Quality Management Areas within the SWestrans area, bypasses would be likely to reduce the emissions to air within proximity to these communities (although potentially increase emissions to air in total within the region). Further, bypasses would be likely to reduce the amenity impact of the roads (such as congestion, noise, vibration) within these communities, potentially allowing increased uptake of active travel within them. 	Significant Positive

	<ul style="list-style-type: none"> There is some uncertainty with respect to this criterion around the implementation of policies such as enhancements to the strategic road network and investigating the feasibility of bypasses. However, it has been assumed in this SEA that mitigation principles to avoid, reduce and mitigate such adverse effects would be committed to in the later stages of Strategy delivery. 	Uncertainty
Biodiversity, Geodiversity and Soil	<ul style="list-style-type: none"> Predicted beneficial effects have been identified for a number of the Priorities which would work to deliver a transport network that is less reliant on private car journeys and HGVs for freight and, instead, support an uptake of active travel and public transport and modal shift to rail for freight resulting in a reduction in air pollutant emissions which can be harmful to biodiversity, geodiversity and soils. These beneficial effects are not predicted to be significant at the regional scale. <ul style="list-style-type: none"> Upgrading of transport and particularly active travel networks also provides opportunities to enhance local biodiversity through the creation and connectivity of new linear habitats and designing schemes with nature-based solutions which have the potential to offer biodiversity net gain in the longer term. These also provide enhanced transport facilities for people to benefit from accessing greenspaces and natural areas as part of active travel journeys. There is some predicted uncertainty around the implementation of new or upgraded transport infrastructure which has the potential for adverse effects on biodiversity, geodiversity and soil dependent on the location of the schemes and the baseline sensitivity of the areas affected. Again, significant effects are not anticipated providing appropriate appraisal and mitigation actions are undertaken at the scheme level. 	Neutral Effect
Water, Flood Risk and Resilience	<ul style="list-style-type: none"> The enhanced use of nature-based solutions for (new and upgraded) transport networks, including sustainable drainage systems, has some potential to support beneficial outcomes for the management of local drainage and water quality particularly where new works are delivered in combination with enhancement to the water environment. There is potential for some adverse effects on the water, environment particularly during any scheme construction. However, with key mitigation measures implemented, these effects are not predicted to be significant at this stage. However, assuming the appropriate level of environmental assessment is undertaken, and key avoidance and mitigation measures implemented, these effects are not predicted to be significant adverse at this stage. When considered collectively, the Priorities of the Draft RTS are not predicted to have significant effects on water resources and flooding. Overall, the Strategy is predicted to have potential for some beneficial and some adverse non-significant effects. 	Neutral Effect
Cultural Heritage	<ul style="list-style-type: none"> It is considered that the Priorities to reduce emissions generated by road transport in urban areas in particular would help to conserve historic buildings which are vulnerable to the corrosive effects of some air pollutants. Providing an enhanced public transport service with better bus and rail connections and substantially improved active travel facilities is predicted to make accessing historic and cultural sites easier for people and there would be potential for a resultant increase in visitor numbers and increased awareness and appreciation of the region's historic and cultural assets. Where new and extended infrastructure (such as bypasses, road enhancements, freight hubs, railway extensions, etc) are developed on greenfield or previously undeveloped land, the potential for impacts on archaeological resources would need to be considered further as proposals were designed and assessed and appropriate mitigation strategies adopted. Overall, the Strategy is predicted to have potential for some minor beneficial and adverse (non-significant) effects on cultural heritage and archaeology. 	Neutral Effect
Landscape	<ul style="list-style-type: none"> The Priorities in the Draft RTS are not predicted to have significant effects on the Landscape SEA Objective. There are opportunities for transport development in the region to contribute to enhanced enjoyment of landscape and townscape through enhanced accessibility of open spaces and civic areas by active travel and public transport. 	Neutral Effect

	<ul style="list-style-type: none"> ▪ Where designed and delivered sensitively, Strategy Priorities for land use changes and transport integration such as 20 minute neighbourhoods also provide new opportunities for the development of attractive and healthy communities. ▪ For any new infrastructure to be developed on greenfield or previously undeveloped land, mitigation principles to avoid, reduce and mitigate the adverse impacts on archaeological resources will be adopted. 	
Accessibility and Connectivity	<ul style="list-style-type: none"> ▪ Accessibility and Connectivity is covered in all the RTS Themes and Priorities the RTS is predicted to have a beneficial effect on accessibility for all groups. ▪ The Priorities seek to improve accessibility in terms of physical access to the network and infrastructure including access to public services, hospitals, education facilities and economic opportunities. They also seek to improve the integration of the transport network including improved information and ticketing and to ensure transport services and facilities are accessible and affordable for all people. ▪ There is some predicted uncertainty around the implementation of demand management Priorities (e.g., on parking and pricing measures) (within Theme 9) and low emissions zones (within Theme 4). Any actions introduced to deliver these would need to take full account of the accessibility needs of all people including groups with protected characteristics such as disabled people. Provided these are designed in accordance with appropriate standards and equitably in terms of affordability, significant adverse effects are not predicted. 	Significant Positive
Inclusive Growth	<ul style="list-style-type: none"> ▪ Inclusive Growth is covered well in the RTS Themes and Priorities. ▪ Many of the Themes support improved access to services, including employment opportunities, and enhanced regional connectivity, including through low user-cost measures such as active travel. Where it is delivered, a step change in accessibility and regional transport quality would be beneficial to the regional economy and business efficiencies. ▪ It is considered that the policies and actions will allow industry to improve efficiency in transporting goods, with more direct routes to market (such as through new bypasses and strategic road network enhancements), new freight hubs and other facilities. Additionally, the productivity of freight drivers will increase with Priorities that seek to improve rest facilities. ▪ The decarbonisation of the transport system may also promote investment and demand in low carbon industries and energy generation which may have minor beneficial effects on growth. ▪ There are also some predicted minor beneficial effects to the economy from reducing transport-related road accidents and improving the resilience of the road network. ▪ When considered collectively, the Priorities of the Draft RTS are predicted to have the potential for significant beneficial effects on inclusive growth. 	Significant Positive
Human Health	<ul style="list-style-type: none"> ▪ A large proportion of the Priorities are designed to enhance opportunities for access to services, including healthcare facilities and open spaces which would be predicted to have beneficial effects on human health. ▪ A number of the Priorities aim to increase the proportion of trips undertaken by active travel allowing people to incorporate exercise into their daily trips and increasing levels of physical activity. Exercise is known to have beneficial effects on both mental health / wellbeing and physical health. ▪ The actions and priorities to decarbonise public transport and private vehicles and to move freight onto the railways, are predicted to improve air quality through reductions in traffic emissions which in turn is predicted to have potential for significant beneficial effects on health. ▪ There are also significant beneficial effects to human health from reducing transport-related road accidents and improving the resilience of the road network. 	Significant Positive

	<ul style="list-style-type: none"> When considered collectively, the Priorities of the Draft RTS are predicted to have the potential for significant beneficial effects on human health. 	
Material Assets	<ul style="list-style-type: none"> The majority of themes assessed are predicted to have some beneficial effects on the Material Assets. Where the Priorities are implemented at scale across all key transport corridors in the region, the effects have the potential to be significant. When considered collectively, the Priorities of the Draft RTS are not predicted to have significant effects on material assets. Overall, the Strategy is predicted to have mainly beneficial non-significant effects provided implementing measures take account of the potential for environmental effects from non-renewable resource use. 	Minor Positive
	<ul style="list-style-type: none"> There is some uncertainty around the effects of implementation of Priorities which could promote new or upgraded infrastructure from the resultant demand on new materials. Development of transport system improvements should always be developed wherever possible through the re-use and reallocation of existing assets and materials to avoid and reduce the need for new materials and non-recoverable resources. 	Uncertainty

2.5 Consultation Responses

- 2.5.1 Consultation has played a significant role in both the RTS development and SEA process.
- 2.5.2 An initial engagement with stakeholders and the public and statutory consultees was carried out in 2022, which informed the RTS Case for Change and associated assessments. A consultation was carried out on the RTS Case for Change and associated assessments between 25th April 2022 and 5th June 2022.
- 2.5.3 Statutory consultation on the Draft RTS together with associated documents, including an Environmental Report (ER), ER Non-Technical Summary (NTS) and Equalities Duties Assessment Report took place between 4th October 2022 and 13th January 2023.
- 2.5.4 Following public and stakeholder consultation on the Draft RTS and the Environmental Report, all of the comments received were analysed. The RTS team determined how the document should be amended based on the feedback received. A report of public and stakeholder comments received and how these have been dealt with was prepared and this is available separately³.

Consideration of the consultation results

- 2.5.1 Following consultation, the responses received in relation to the Draft RTS were given due consideration. Redrafting of the RTS was undertaken where appropriate to reflect the main themes of the consultation responses. The final RTS, which has been approved by Scottish Ministers and the SWestrans Board, has therefore taken into account the alternatives and consultation results in an iterative manner throughout the process. This ensures that the RTS has best met the agreed objectives.

2.6 Consideration of reasonable alternatives

- 2.6.1 The SEA legislation requires that the likely significant environmental effects of implementing the RTS and reasonable alternatives to it are identified, described and evaluated. The reasons for selecting the alternatives dealt with should also be outlined.
- 2.6.2 The principal and most strategic alternative considered at the outset of the RTS process by SPT related to whether or not a new strategy was required. The previous RTS was published in April 2008 and the possibility of 'refreshing' this document was considered as an alternative course of action. However, there have been significant policy, social, economic and technological changes in the transport sector in Scotland in recent years. Moreover, there has been an increasing prominence and urgency attached to addressing issues such as climate change and a range of socio-economic and equalities priorities in the region. Indeed, these policy challenges were elaborated in the National Transport Strategy 2, which provides the overarching framework within which the RTS has been developed. These and other developments, coupled with the need for an update of the transport and economic trends and data underpinning the strategy, meant that SWestrans considered that a complete review and strategy replacement was necessary and appropriate. This decision also triggered the requirement for the SEA process to commence, which was undertaken from early stages of the strategy development and allowed for environmental and sustainability issues to be addressed comprehensively.
- 2.6.3 Alternatives and options have been considered in the RTS development process from the outset. The overall direction of the Strategy, as expressed through its Vision and Objectives, inherently considered alternatives through refinement of their wording to reflect and address

³ SWestrans Draft Regional Transport Strategy Consultation Report, Stantec, March 2023

priorities for transport in the SWestrans region and in taking account of consultee feedback and suggestions on their amendment.

- 2.6.4 This process included consideration of a wide range of policy drivers, transport problems and opportunities as set out in the Case for Change Consultation report. The SEA process contributed to this refinement and direction through consideration of the compatibility of developing themes and wording for the RTS Vision and Objectives, with environmental priorities expressed through the developing SEA objectives and framework.
- 2.6.5 The consideration of alternatives was an integral part of the identification and development of the 'delivery' elements of the RTS, principally in the form of the transport options which were generated and appraised through integrated working between the client, transport planning and SEA and equalities assessment teams. These options included a wide range of responses including policies, interventions, fiscal measures and generic indications of physical transport schemes which were broadly grouped into a series of themed categories.
- 2.6.6 By considering a very long list (over 250) of potential options to address transport problems in the region, a broad view of the alternatives available for the new RTS was adopted. The transport planning, STAG and SEA processes ensured that there was full consideration of the potential for adverse and beneficial effects of these options which helped to refine and sift the most suitable (and therefore, reasonable) alternatives for further consideration. These alternative courses of action were therefore subject to environmental assessment by integrating the SEA and RTS workstreams. The findings of the STAG process are presented in a supporting Preliminary Options Appraisal Report to the RTS.
- 2.6.7 As the RTS is a strategic document, there remains considerable flexibility in the identification of specific transport solutions during implementation of the Strategy. A separate RTS Delivery Plan will sit alongside the strategy. This will set out a series of actions associated with each of the priorities identified in this RTS and will include actions which can be delivered by SWestrans and those where SWestrans would look to partners to lead on delivery. The actions will include physical and non-physical interventions as well as analysis and appraisal work to identify new interventions to support the delivery of the RTS Vision, Objectives, and Priorities. The RTS SEA provides a framework for the RTS and the RTS Delivery Plan, and SEA / Environmental Impact Assessment (EIA) will be carried out for specific actions or projects in the RTS Delivery Plan as required.

2.7 Monitoring the environmental effects of the RTS

- 2.7.1 Progress of the RTS, including with respect to environmental outcomes, will be tracked through a monitoring and evaluation framework. As part of this framework, a series of Key Performance Indicators (KPIs) have been identified which are each linked to the Strategy Objectives. These will be used to measure how the transport system performs over the lifetime of the RTS (2023-2042). High-level monitoring reports which consider RTS implementation as well as environmental outcomes will be prepared on an annual basis with a more substantive report (which may involve primary research) completed every two years. As noted above, a separate RTS Delivery Plan will sit alongside the RTS. This will be reviewed and updated on a regular basis throughout the lifetime of the strategy.

2.8 Conclusions

- 2.8.1 This PAS document has summarised the SEA framework used in the delivery of the SWestrans RTS and outlined a summary of the key SEA findings in relation to the RTS themes and priorities. This indicated that overall, the RTS will have no major, identifiable detrimental impacts on the environment. The document also provides details of the monitoring and evaluation framework for the RTS.