

**TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP****14 SEPTEMBER 2021****A NEW REGIONAL TRANSPORT STRATEGY: OBJECTIVE SETTING****REPORT BY SENIOR STRATEGY OFFICER**

This report asks the Partnership to note the issues that have been identified to inform a new Regional Transport Strategy (RTS); to approve draft objectives and outcomes for the RTS; to approve outcomes for the impact assessment process; and to note the next stages for developing the strategy.

**1 RECOMMENDATIONS**

## 1.1 That the Partnership:

- (i) approves the amendments to the indicative timescale for developing a new Regional Transport Strategy;
- (ii) notes the Main Issues that have been identified from the Main Issues Report and the responses to the Main Issues consultation;
- (iii) approves draft objectives and outcomes to guide subsequent stages of the strategy development;
- (iv) approves the draft outcomes for the Impact Assessment frameworks; and
- (v) Endorses the next steps in developing a Regional Transport Strategy.

**2 BACKGROUND**

- 2.1 Regional Transport Strategies have statutory status, as provided for in the Transport (Scotland) Act 2005 (The Act). The Act places a duty on constituent Councils, Health Boards and other public bodies to perform their functions which relate to, or which are affected by transport, consistently with their respective Regional Transport Strategy. The Act requires that Regional Transport Partnerships (RTPs) keep their strategies under review.
- 2.2 The Partnership meeting of 15 September 2020 approved the preparation of a new Regional Transport Strategy (RTS) (report RTP/20/32 refers).

### 3 DISCUSSION

#### Process and indicative timescales

- 3.1 The Partnership meeting of 15 June 2016 (report RTP/21/15 refers) noted the indicative timescales summarised in Table1 below:

| TABLE 1: PROCESS AND INDICATIVE TIMESCALES (JUNE 2021)   |  |
|--|--|
| Reports  | Engagement/decisions   |
| <b>Main Issues Report</b>  | <b>June - July:</b> Local members and stakeholders to consider MIR and the issues  |
| <b>Prepare consultation report</b>   | <b>August - September:</b> Board members to consider feedback and agree draft objectives   |
| Identify <b>alternative strategies / options:</b> High level appraisal of options against objectives | <b>September - December:</b> Tactran Board consider alternative strategies / options<br><b>Late 2021 / Early 2022:</b> Local members and stakeholders consider alternative strategies /options<br><b>Early 2022:</b> Tactran Board consider feedback from and agree preferred strategies/options |
| <b>Early 2022 - May 2022 Option appraisal / Draft RTS</b>  | <b>June 2022:</b> Tactran Board consider draft RTS for consultation<br><b>Summer 2022:</b> Consult on draft RTS  |
| <b>Consultation report</b>   | <b>Summer - Autumn:</b> New administrations consider draft plan and responses<br><b>September 2022:</b> Tactran Board consider consultation report   |
| <b>Adoption</b>  | <b>Dec 2022:</b> Tactran Board to consider final RTS   |

- 3.2 The Partnership will note that the Main Issues engagement was extended to 11 August. As a consequence of this extension:
- There was insufficient time to start the conversation with members on feedback and draft objectives in August
  - Consequently, it is proposed that the conversation on alternative strategies and options begins in October rather than September

#### Main Issues Engagement

- 3.3 The 'Main Issues' stage sought to identify:
- (A) Information to help the Partnership set objectives and outcomes. i.e.
- The social, economic and environmental policy priorities for the area
  - The transport and access issues in the area relating to those policy priorities
- (B) Information to help the Partnership identify the policy and intervention options that can deliver the objectives. i.e.

- The nature of the area and the transport problems that have shape the transport and access issues
- The opportunities and uncertainties
- The geographic scope of consideration i.e. What is the origin or destination of people and goods travelling to/from or through the Tactran area.

3.4 This information has been gathered through:

- The identification of main issues with the Partnership (see [Main Issues Report](#) / [Main Issues Storymap](#))
- Stakeholder and public engagement on the Main Issues

3.5 Stakeholder and public engagement on the issues that will assist in informing a new Regional Transport Strategy was undertaken between 1 June and 11 August. During this period:

- Officers held meetings with established officer and community groups and individual agencies, receiving input from approximately 30 agencies
- 44 public responses were received predominately via the storymap consultation website
- 165 comments were received by social media in response to Facebook and Twitter advertising

3.6 The main issues raised during the engagement process are included in Appendix A which is available in the [Members area](#) of the Tactran website. Table 2 below summarises the responses.

| TABLE 2: SUMMARY OF MAIN ISSUES RESPONSES    |   |
|--|---|
|  | Public  |
| Most referenced issues                       | <ul style="list-style-type: none"> <li>• public transport (availability and cost) and access to services, most often healthcare</li> <li>• importance of prioritising climate change</li> <li>• uncertainties of future demands</li> </ul>  |
| Issues not covered in the Main Issues report | <ul style="list-style-type: none"> <li>• traffic impact of cultural and sporting events</li> <li>• aging population and people with hidden mobility difficulties</li> <li>• need to consider more than just work trips</li> <li>• increasing pressure on rural roads from tourism</li> <li>• impact of lack of transport on social inclusion (viscous circles)</li> <li>• possibility of changing priorities, especially as climate issues become more acute</li> </ul> |
|  | Agencies & Groups   |
| Most referenced issues                       | <ul style="list-style-type: none"> <li>• cross boundary travel into and through the region</li> <li>• greater emphasis on climate change (and the urgency of climate change) and the implications of covid</li> </ul>   |

TABLE 2: SUMMARY OF MAIN ISSUES RESPONSES

|   |   |
|---|---|
|   | <ul style="list-style-type: none"> <li>• centralisation of services; reducing the need to travel and 20min neighbourhoods</li> </ul>  |
| <p>Issues not covered in the Main Issues report</p> | <ul style="list-style-type: none"> <li>• transport strategies needing to be aligned with digital and energy strategies</li> <li>• efficient and reliable journey times through Tactran region to the central belt and beyond</li> <li>• implications for travel demands of an aging population</li> <li>• greater emphasis on the issues faced by those without access to a car or van desired</li> <li>• the ability for young and at risk groups to access to jobs, training and services</li> <li>• increase in regulated and unregulated tourism creating issues at popular locations</li> <li>• access for tourism workers</li> <li>• requirement to promote sustainable and equitable access into and around the Loch Lomond and the Trossachs National Park</li> <li>• placemaking enhances the assets that are our towns</li> <li>• the sustainability of our bus networks, and the consequences for school transport provision etc</li> <li>• how fit are our transport networks for autonomous and low emission vehicles?</li> <li>• home deliveries: Significant growth in pallet network</li> <li>• HGVs required at some stage of the process e.g to/from railhead, last leg of journey.</li> <li>• rest and welfare facilities for hauliers</li> <li>• are there opportunities for the region to be a 'test bed' for transport solutions to support/encourage businesses</li> <li>• independence could bring similar uncertainties (positive/negative) as Brexit</li> <li>• dualling of the A9 has potential to be a generator of trips.</li> <li>• concern re electric vehicles (safety for cyclists / does not eliminate all pollution)</li> <li>• the problems of integrating modes and the ability of people to travel the 'last mile'</li> <li>• impact of trunk road traffic on communities</li> <li>• the role of the RTS to support and inform land use planning</li> </ul> |

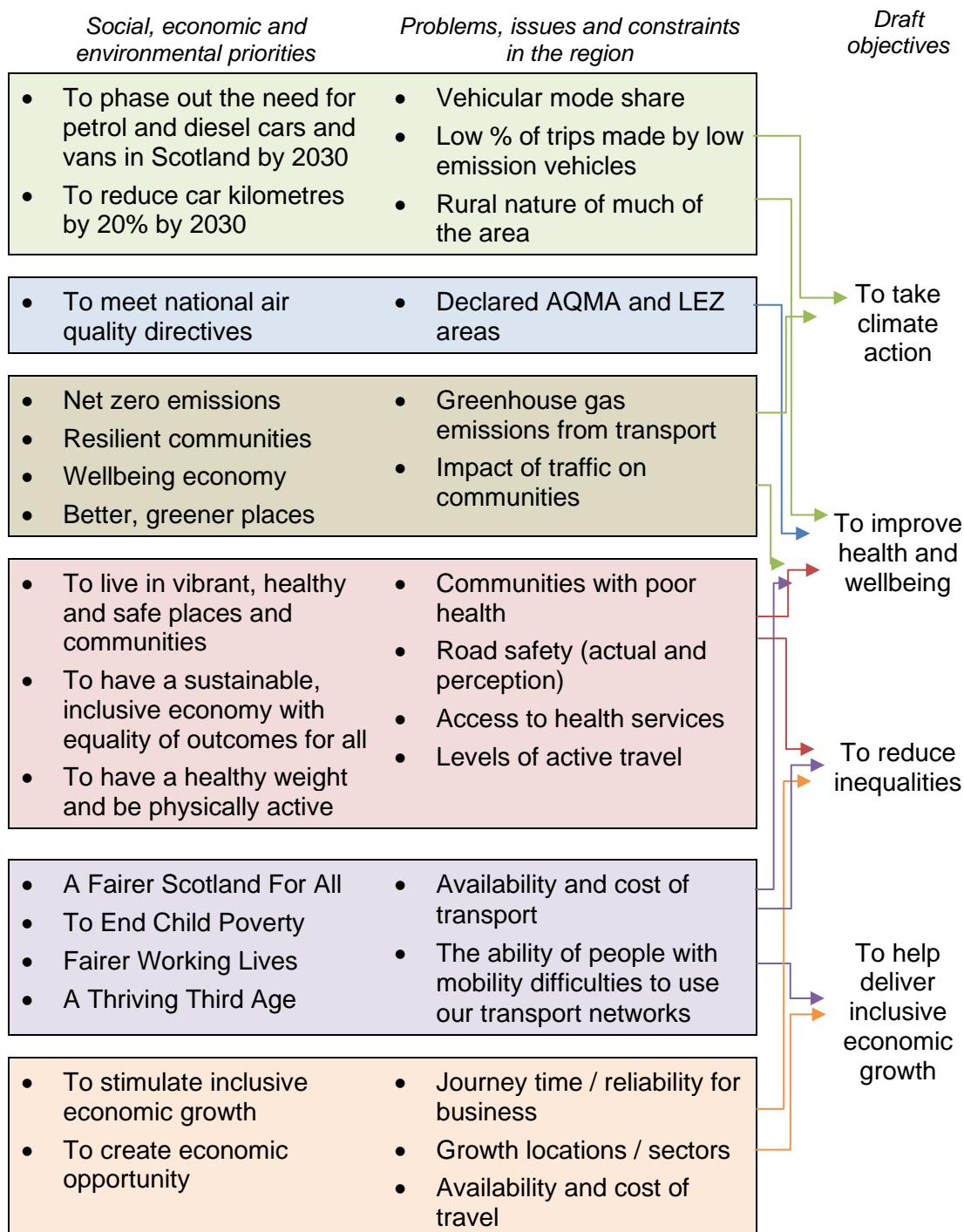
- 3.7 The engagement process opened many doors, and useful suggestions regarding who could help inform development of the strategy. Accordingly, it is proposed that the approved approach to engagement (report RTP/21/09 refers) be complemented by ongoing discussions with stakeholders regarding how and when they can best provide input. For example:
- Involvement with partner processes that can inform the RTS, for example working with Scottish Enterprise, Abertay University, Stirling Business Ambassadors Programme to engage further with businesses on issues such as:
    - Existing transport problems for businesses
    - Challenges for businesses moving to net zero
    - Future of workplaces
    - Future transport demands from businesses
    - Energy and digital requirements to support future transport demands
  - Developing processes with the councils to engage young people in the process

#### Objective and Outcome Setting

- 3.8 A key purpose of understanding the main issues is to inform the objective setting stage of the exercise. The purpose of the objectives themselves being to shape the RTS. This includes using the objectives to help evaluate the options that can help achieve the objectives.
- 3.9 To inform the objective setting, members are asked to consider
- the main issues that have been highlighted, both in the Main Issues report and during the Main Issues engagement.
  - the need for objectives to be SMART:
    - specific & significant: Prioritise the most significant issues
    - measurable & meaningful: Be obtainable and able to measure what's been achieved
    - achievable & agreed: Be linked to your corporate/ strategic aims
    - realistic & relevant: Be something you can do within your remit and resources
    - time based & trackable
- 3.10 Scotland's second National Transport Strategy (NTS2) has adopted four priorities:
- Reducing inequalities
  - Taking climate action
  - Helping deliver inclusive economic growth
  - Improving health and wellbeing

3.11 Figure 1 below summarises the main issues and maps the NTS2 priorities against them. Further detail behind the headlines included in Figure 1 are included in Table B1 in Appendix B.

FIGURE 1: MAIN ISSUES AND DRAFT OBJECTIVES



3.12 Considering the necessity for objectives to align with the issues identified, Members are asked to consider whether the four NTS2 priorities would serve the purpose of overarching objectives for the RTS.

- 3.13 Nonetheless, it is acknowledged that as they stand, the four NTS2 priorities are not SMART. It is proposed that this requirement can be achieved by a suite of outcomes nestled under these objectives which themselves can be SMARTened to make specific reference to where the Partnership consider policies/interventions need to be prioritised. Table 4 proposes a suite of draft outcomes. Table B2 in Appendix B provides further detail, giving examples of where progress against these outcomes should be targeted to address the issues identified in the Main Issues.

| TABLE 4: DRAFT OUTCOMES   |   |
|---|---|
| Draft Objectives  | Draft Outcomes <sup>1</sup>   |
| To reduce inequalities  | Improved ability for young and vulnerable to access jobs, education and services                |
| To take climate action  | Reduced greenhouse gas emissions  |
|   | Modal shift from motor vehicles   |
|   | Reduced car mileage   |
| To helping deliver inclusive economic growth  | Reliable inter and intra-regional journey times   |
|   | Improved ability for young and disadvantaged communities to access jobs, education and training |
| To improve health and wellbeing   | Reduced fatalities / injuries   |
|   | Improved air quality  |
|   | Improved ability for old and disadvantaged communities to access healthcare                     |
|   | Increased levels of active travel   |
| <sup>1</sup> For examples of who is 'young and vulnerable'; where we want to improve 'journey times'; who are the 'disadvantaged communities' etc please see Appendix B. Who and where we identify as priorities for action will be developed further in workshop sessions with officers and members. |   |

- 3.14 Members are asked to consider whether these draft outcomes, along with the objectives, provide an appropriate framework for shaping the RTS and progressing the next stage of RTS development.
- 3.15 A workshop session will be held at the Partnership meeting to discuss the draft objectives and outcomes.

#### Impact Assessment outcome setting

- 3.16 Members will be aware of the legislative requirements and best practice to conduct appropriate impact assessments during the course of developing a Regional Transport Strategy. The Partnership meeting of 16 June 2021 (report RTP/21/15 refers) noted the approach to combine impact assessments processes in terms of assessing the RTS's impact on:
- People – Equality and Human Rights Assessment; Health Inequalities Impact Assessment; Fairer Scotland Duty; Child Rights and Wellbeing Assessment
  - Place – Strategic Environmental Assessment

3.17 During the Main Issues engagement, Tactran consulted on the [potential issues of the RTS on people and place](#) to inform the impact assessment frameworks to be developed. Specific responses were not received on this element of the engagement. However:

- Responses on the main issues did reflect on the impact on transport and travel on older people; carers; people with hearing difficulties; people with hidden mobility difficulties; people with limited mobility and the implications of pavement parking
- input was sought and received from the Equality and Human Rights Commission

3.18 The next stage of the impact assessment process is to identify the outcomes to help inform the assessment of options identified. Appendix C includes the identified impacts of transport and travel on people and place and maps these against proposed objectives/outcomes. Table 5 below summarises the proposed outcomes to assess the RTS's impacts on people and place.

| TABLE 5: OUTCOMES TO ASSESS THE IMPACTS OF THE RTS ON PEOPLE AND PLACE |   |
|--|---|
| Assessing the impacts of the RTS on People                             |   |
| Issue  | Proposed Outcome  |
| Accessibility  | <ul style="list-style-type: none"> <li>• Improved ability to access work for               <ul style="list-style-type: none"> <li>- Young people 16-24</li> <li>- Disabled people</li> <li>- Women / part-time employment opportunities</li> <li>- Ethnic minorities</li> </ul> </li> <li>• Improved ability of over 65s and disabled people to access healthcare</li> <li>• Improved ability of older and disabled people to take advantage of digital solutions</li> <li>• Reducing the barriers for people with mobility difficulties</li> </ul> |
| Cost   | <ul style="list-style-type: none"> <li>• 'Affordable' travel costs for:               <ul style="list-style-type: none"> <li>• Disabled people</li> <li>• Non-white ethnic groups</li> <li>• Lone mothers</li> <li>• Young people</li> </ul> </li> </ul>  |
| Safety and security  | <ul style="list-style-type: none"> <li>• Disabled people, women, minority ethnic people, younger people and older people report feeling safe and confident using public transport</li> </ul>  |
| Health   | <ul style="list-style-type: none"> <li>• Improve the ability of over 65s and disabled people to access healthcare</li> <li>• Improved ability of all in the lowest 20% of SIMD datazones ranked by health to access healthcare</li> <li>• Improved ability of rural communities to access healthcare</li> </ul>   |



| TABLE 5: OUTCOMES TO ASSESS THE IMPACTS OF THE RTS ON PEOPLE AND PLACE |  |
|--|--|
|  | <ul style="list-style-type: none"> <li>• Improved levels of walking and cycling in the lowest 20% of SIMD datazones ranked by health</li> <li>• Reduced incidence and severity of accidents involving young males / vulnerable users</li> <li>• Reduced impact of pollution, noise, safety and severance on disadvantaged communities in the (lowest 20% of SIMD datazones)</li> </ul>   |
| Assessing the impacts of the RTS on Place                              |  |
| Issue  | Proposed Outcomes  |
| Biodiversity, flora & fauna  | <ul style="list-style-type: none"> <li>• Protecting, maintaining and enhancing biodiversity and ecosystem services, avoiding damage to or loss of designated and undesignated wildlife sites and protected species</li> </ul>  |
| Landscape  | <ul style="list-style-type: none"> <li>• Safeguarding and enhancing the character and diversity of the landscape and areas of valuable landscape</li> </ul>  |
| Cultural Heritage  | <ul style="list-style-type: none"> <li>• Protecting and enhancing historic and archaeological sites and other culturally and historically important features, landscapes and their settings.</li> </ul>  |
| Climate change   | <ul style="list-style-type: none"> <li>• Reduced greenhouse gas emissions from transport</li> <li>• Adapting the transport network to the predicted effects of climate change</li> </ul>   |
| Air quality, noise, population human health                            | <ul style="list-style-type: none"> <li>• Reduced all forms of transport related air pollution and improve air quality</li> <li>• Reduced noise and vibration associated with the transport network</li> <li>• Improved safety on the transport network</li> <li>• Improved quality of life and human health by promoting active lifestyles and increasing sustainable access for all to essential services (including healthcare), employment and the natural environment</li> <li>• Promoting, investing in, building and maintaining infrastructure to support the development of high quality places</li> </ul> |
| Population   | <ul style="list-style-type: none"> <li>• Improved quality of life and human health by increasing sustainable access for all to essential services (including healthcare), employment and the natural environment (To be covered in greater detail in the People Impact Assessment)</li> </ul>  |
| Geology and Soil   | <ul style="list-style-type: none"> <li>• Safeguarding and improving soil quality, particularly high value agricultural land and carbon rich soil.</li> <li>• Protecting sites designated for their geological interest.</li> </ul>   |
| Water  | <ul style="list-style-type: none"> <li>• Protecting, maintaining and improving the quality of all water bodies and wetlands that could be directly or indirectly affected by transport infrastructure and protect against the risk of flooding</li> </ul>  |
| Material Assets  | <ul style="list-style-type: none"> <li>• Promoting and improving the sustainable use and management of the transport network</li> </ul>  |

| TABLE 5: OUTCOMES TO ASSESS THE IMPACTS OF THE RTS ON PEOPLE AND PLACE |  |
|--|--|
|  | <ul style="list-style-type: none"> <li>• Reduced the use of natural resources</li> </ul> |

Next steps

- 3.19 **Main Issues Report:** the main issues report will be updated to reflect the issues raised during the consultation exercise. A progress update will be sent to stakeholders and members of the public who have requested updates.
- 3.20 **Refining outcomes:** The draft outcomes (see Appendix B) will be refined with Council officers to help inform identification and assessment of options.
- 3.21 **Impact Assessments:** A Strategic Environmental Assessment (SEA) scoping report will be prepared and submitted to the SEA gateway. An impact assessment framework will be developed to inform the assessment of options on people and place.
- 3.22 **Identification of policy and intervention options:** The next key stage of RTS development will be to identify and consult on the policy and intervention options required to deliver the RTS. An initial list will be developed with Council officers, building on the work officers and members will have recently undertaken in respect to Transport Scotland’s second Strategic Transport Projects Review (STPR2). A workshop session will then be held for members of the Partnership Board to provide input to this options generation stage. This work will also be informed by the suggested solutions that were included in the main issues engagement.
- 3.23 As part of this process, options will be considered against
  - the RTS objectives and outcomes
  - Impact assessment framework
  - Transport Scotland’s ‘Scottish Transport Appraisal Guidance’ criteria
  - Mode hierarchy and Investment hierarchy included in the National Transport Strategy
- 3.24 The intention is to present a set of options (policy and interventions) to the December meeting of the Partnership Board and seek permission to consult on these options in early 2022.

**4 CONSULTATIONS**

- 4.1 This report has been prepared in consultation with the Local Authority transport officers.

**5 RESOURCE IMPLICATIONS**

- 5.1 Tactran will look to bring in additional resources where possible and it will be important to have assistance from Local Authority officers at critical times throughout the process.

## **6 EQUALITIES IMPLICATIONS**

6.1 This report has been screened for any policy implications in respect of Equality Impact Assessment and no major issues have been identified. The process of developing a RTS will include the following impact assessments:

- Equality and Human Rights Impact Assessment
- Fairer Scotland Duty Assessment
- Children's Rights Impact Assessment
- Health Inequalities Impact Assessment

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### **NOTE**

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:

Report to Partnership RTP/15/19, Refresh of Regional Transport Strategy, 16 June 2015

Report to Partnership RTP/20/32, A New Regional Transport Strategy for the Tactran Region, 15 September 2020

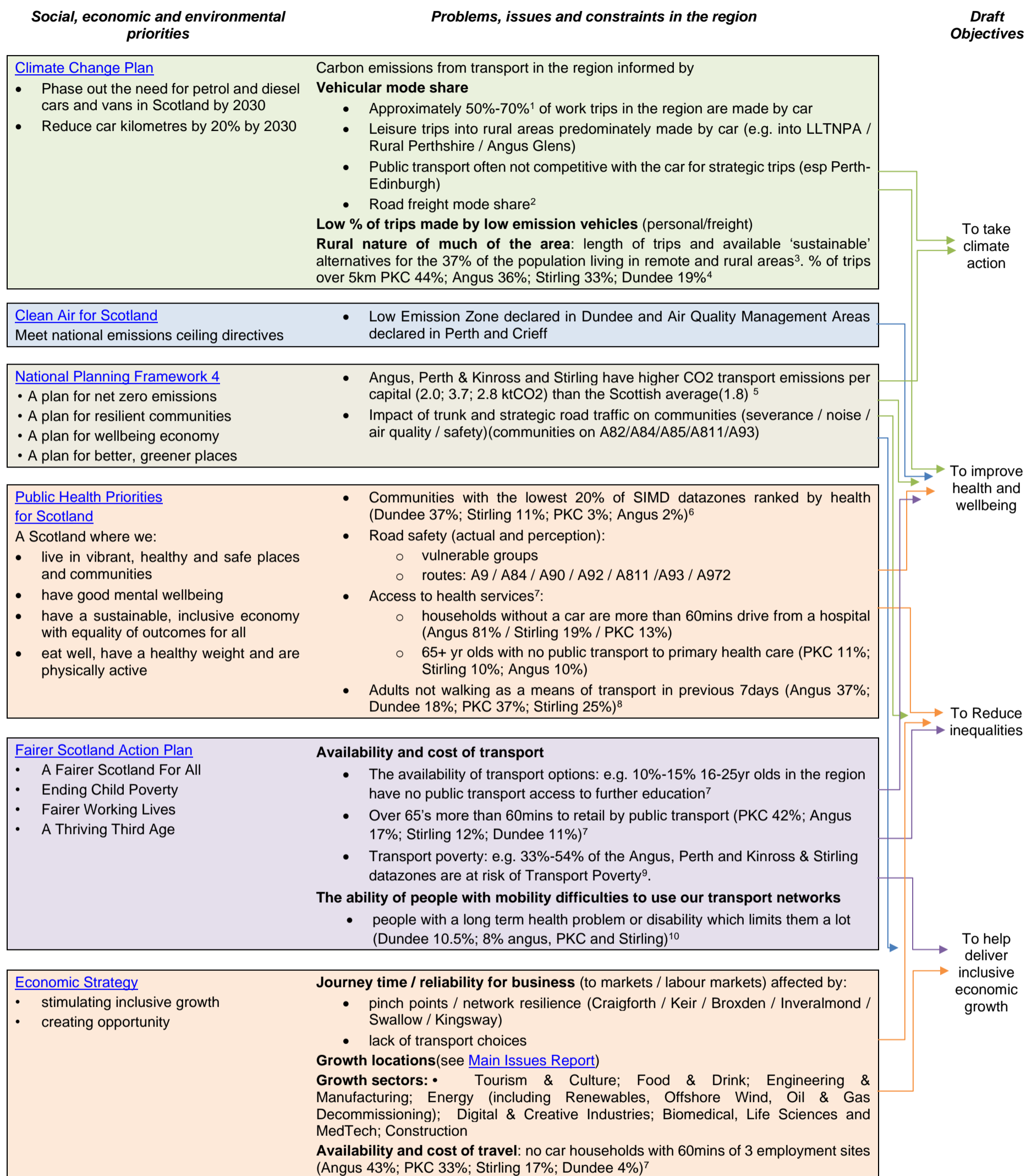
Report to Partnership RTP/20/45, A New Regional Transport Strategy: Main Issues Report Update, 15 December 2020

Report to Partnership RTP/21/09, A New Regional Transport Strategy: Main Issues Report and Consultation Strategy, 16 March 2021

Report to Partnership RTP/21/15, A New Regional Transport Strategy: Update, 15 June 2021

## Draft Objectives and Outcome Setting

Figure: B1. Draft Objectives



<sup>1</sup> Census and [Transport and Travel in Scotland](#)

<sup>2</sup> Scottish Transport Statistics

<sup>3</sup> Scottish Government Urban Rural Classification 2013-2014

<sup>4</sup> Transport and Travel in Scotland

<sup>5</sup> UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2019

<sup>6</sup> SIMD

<sup>7</sup> Tactran TRACC Accessibility Modelling NB pre Covid data

<sup>8</sup> Transport and Travel in Scotland

<sup>9</sup> TayCities and Forth Valley STPR2 Case for Change Reports

<sup>10</sup> 2011 Census

**Table B2. Draft Outcomes**

| Draft Objectives                          | Draft Outcomes  | Outcome indicators: Where do we want to make progress against the issues identified? (examples)  |
|---|---|--|
| To reduce inequalities                    | Improved ability for young and vulnerable to access jobs, education and services                | Ability <sup>1</sup> of 16-24 year olds to access further education and employment<br>Ability of all in the bottom 20% of SIMD datazones to access jobs, education and services<br>Ability of young parents in the bottom 20% of SIMD datazones to access jobs, education and services<br>Ability of rural communities to access jobs, education and services<br>Ability of people with mobility difficulties to access jobs, education and services<br>Perception of safety and security of vulnerable <sup>2</sup> and protected characteristic groups walking / on public transport |
| To take climate action                    | Reduced greenhouse gas emissions  | EV and low emission vehicle use<br>Estimated CO <sup>2</sup> emissions from transport  |
|   | Modal shift   | Personal mode share: <ul style="list-style-type: none"> <li>- Travel to work</li> <li>- School travel</li> <li>- Travel into centres<sup>3</sup></li> </ul> Freight carried by road / rail / sea / air   |
|   | Reduced car mile-age  | Monitored routes (see <a href="https://roadtraffic.dft.gov.uk/regions/3">https://roadtraffic.dft.gov.uk/regions/3</a> )  |
| To help deliver inclusive economic growth | Reliable inter and intra-regional journey times   | Journey time and journey time reliability on strategic road <sup>4</sup> and rail routes to key destinations <sup>5</sup> (e.g. major centres and economic locations / air and sea ports)  |
|   | Improved ability for young and disadvantaged communities to access jobs, education and training | Ability of all 16-24 year olds to access further education and employment<br>Ability of all in the bottom 20% of SIMD datazones ranked by all indicators to access further education and employment<br>Ability of young parents in the bottom 20% of SIMD datazones ranked by all indicators to access further education and employment<br>Ability of rural communities <sup>6</sup> to access further education and employment  |
| To improve health and wellbeing           | Reduced fatalities / injuries   | Communities <sup>7</sup> on strategic routes (e.g. A84/A811/A93)<br>Vulnerable users (pedestrians and cyclists)  |
|   | Improved Air Quality  | Declared air quality problems: (Crieff / Dundee / Perth)   |
|   | Improved ability for old and disadvantaged communities to access healthcare                     | Ability of over 65s to access healthcare (Primary health care /Hospitals)<br>Ability of all in the lowest 20% of SIMD datazones ranked by health to access healthcare<br>Ability of rural communities to access healthcare   |
|   | Increased levels of active travel   | Levels of walking and cycling in the lowest 20% of SIMD datazones ranked by health   |

**Notes:** The next stage of this process will be to work with officers and members to confirm the outcome indicators by defining where we want to make progress against the outcomes. This includes defining:

- 1 ability = access to travel options / awareness of travel options / cost
2. "Vulnerable" people to be determined
3. Centres where we want to monitor modal shift to be identified
4. Strategic road and rail routes where improvements in journey time and journey time reliability to be identified
5. Key destinations (major centres and economic locations / air and sea ports)
6. "Rural communities": to be determined whether to define by SIMD access domain or Scottish Government [Urban Rural classification](#)
7. Communities on strategic routes which are adversely impacted by air quality / noise / severance / perceived and actual safety to be identified

Impact Assessment Outcomes

| Table C1.1: Impact on People: Draft Outcomes  |  |
|---|--|
| Potential Impacts   | Draft Outcomes   |
| Accessibility (access to and ability to use transport services)   |  |
| <p><u>Impacts on multiple groups</u></p> <ul style="list-style-type: none"> <li>• Women, younger people, disabled people and older people in rural areas more impacted by affordability and accessibility of transport.(EHRC)</li> <li>• With reduced public transport during the pandemic, disabled people, Asian people and young people may be more negatively affected as they are much less likely to have a driving licence or drive.(EHRC)</li> <li>• Adults (18-64) supporting either younger or older relatives: Due to work, likely to be constrained with regard to travel times / opportunities</li> </ul> <p><u>Elderly</u></p> <ul style="list-style-type: none"> <li>• Access to essential services and social network may be reduced if elderly people lose the ability to drive, and public transport options are limited</li> </ul> <p>Access to digital services</p> <ul style="list-style-type: none"> <li>• Older and disabled people are less likely to have access to digital services.</li> <li>• Older adults are among those most at risk of digital exclusion with effects in health and work in years to come (Urban Big Data Centre, 2020).</li> </ul> <p><u>Young Adults</u></p> <ul style="list-style-type: none"> <li>• Young people aged 16-24 have the highest rate of unemployment and the pandemic has had significant impact on employment for young people.(EHRC)</li> </ul> <p><u>Young people</u></p> <ul style="list-style-type: none"> <li>• Young people (up to the age of 15) are restricted in locations they can access, subject to:</li> </ul> | <ul style="list-style-type: none"> <li>• Improved ability to access work for               <ul style="list-style-type: none"> <li>- Young people 16-24</li> <li>- Disabled people</li> <li>- Women / part-time employment opportunities</li> <li>- Ethnic minorities</li> </ul> </li> <li>• Improved ability of over 65s and disabled people to access healthcare</li> <li>• Improved ability of older and disabled people to take advantage of digital solutions</li> <li>• Reducing the barriers for people with mobility difficulties:               <ul style="list-style-type: none"> <li>○ information and assistance they need to access public transport</li> <li>○ physical barriers</li> </ul> </li> </ul> |

| <b>Table C1.1: Impact on People: Draft Outcomes</b>  |                       |
|--|-----------------------|
| <b>Potential Impacts</b>   | <b>Draft Outcomes</b> |
| <ul style="list-style-type: none"> <li>○ lifts</li> <li>○ availability of public transport and cost<sup>1</sup></li> <li>○ ability to walk or cycle to destinations</li> </ul> <p><u>Disabled people</u></p> <ul style="list-style-type: none"> <li>● Disabled people find it difficult to access public transport because of issues around: affordability, safety, comfort, availability, connectivity, information and assistance, staff training and customer service (Transport Accessibility Summit 2015)</li> <li>● Disabled people may have a physical or mental impairment that affects their ability to carry out normal day-to-day activities, including mobility, continence, speech, hearing, eyesight (including colour blindness), memory, ability to learn/understand, and ability to lift objects. As a result disabled people may require wheelchair access, or communication support such as induction loops, large print text, switches at accessible heights, interpreters etc.</li> <li>● People with a long-term mental or physical impairment may find it more difficult to access services via public transport or walking. There are barriers for disabled people getting to medical and healthcare services with 98% having experiences a problem booking or getting transport (NTS 2)</li> <li>● Disabled people are more likely to live in poverty and are not getting the support they need to live independently (EHRC)</li> <li>● Deaf people require visual aids.</li> </ul> <p><u>Women</u></p> <ul style="list-style-type: none"> <li>● Women have more limited access to cars than men</li> <li>● Fewer women than men have driving licences</li> </ul> |                       |

<sup>1</sup> Free travel for under 21's on public transport will be introduced by the Scottish Government in January 2022

| <b>Table C1.1: Impact on People: Draft Outcomes</b>   |  |
|---|--|
| <b>Potential Impacts</b>  | <b>Draft Outcomes</b>  |
| <ul style="list-style-type: none"> <li>• Women are more likely to take multi-stop, multi-purpose trips (NTS2) Women's journeys are more likely to involve a range of different forms of transport, whereas men's journeys often involve only cars</li> <li>• Women are more likely than men to travel by public transport, as car passengers and on foot</li> <li>• Women make more journeys using public transport with children or otherwise 'encumbered'</li> </ul> <p>Race</p> <ul style="list-style-type: none"> <li>• Language may be a barrier to accessing travel and transport information and use of public transport.</li> </ul> <p>Socio-economic status. Inequalities may be created or exacerbated by the inability to access to employment, education, training and services. This may be as a result of:</p> <ul style="list-style-type: none"> <li>• Awareness of transport options (including limiting travel horizons)</li> <li>• Availability of transport options (public transport or personal transport)</li> <li>• Availability of, and ability to use, technology to maximise awareness of and access to transport services / availability and cost of broadband</li> <li>• Ability to afford low emission vehicles, including space and cost to, e.g. install electric vehicle charging infrastructure</li> <li>• Severance caused by transport infrastructure</li> </ul> |  |
| <b>Cost</b>   |  |
| <p>Impacts on multiple groups</p> <ul style="list-style-type: none"> <li>• Young people, disabled people, black people, those in the non-white group and women are more likely to work in low-pay occupations</li> </ul>  | <ul style="list-style-type: none"> <li>• 'Affordable' travel costs for: <ul style="list-style-type: none"> <li>• Disabled people</li> <li>• Non-white ethnic groups</li> <li>• Lone mothers</li> </ul> </li> </ul> |



| <b>Table C1.1: Impact on People: Draft Outcomes</b>  |  |
|--|--|
| <b>Potential Impacts</b>   | <b>Draft Outcomes</b>  |
| <ul style="list-style-type: none"> <li>The groups most likely to be affected by the expected rise in poverty caused by the pandemic include young people, ethnic minorities and disabled people, who are already closest to the poverty line.</li> <li>Women, younger people, disabled people and older people in rural areas more impacted by affordability and accessibility of transport.</li> </ul> <p><u>Young adults (18-24)</u></p> <ul style="list-style-type: none"> <li>Higher proportions of employees aged 18-24 earn below the living wage, compared to older age groups.(EHRC)</li> </ul> <p><u>Women</u></p> <ul style="list-style-type: none"> <li>During the pandemic there has been a reduction in employment for part-time employees, which has had a particular impact on women.</li> <li>Relative poverty after housing costs is higher for lone mothers than single working age adults.</li> </ul> <p><u>Race</u></p> <ul style="list-style-type: none"> <li>People from non-white ethnic groups are more likely to live in poverty / Ethnic minorities (especially women) are more likely to be in low paid work.(EHRC)</li> </ul> <p><u>Religion / Belief</u></p> <ul style="list-style-type: none"> <li>There is the potential for hate crimes to impact on this group</li> </ul> <p><u>Socio-economic status</u>. Inequalities may be created or exacerbated by the inability to access to employment, education, training and services. This may be as a result of:</p> <ul style="list-style-type: none"> <li>Cost of travel (including limiting travel horizons) and reduced inability to 'invest' in more cost effective solutions</li> <li>Transport poverty</li> <li>Pricing mechanisms to promote modal shift and low emission vehicles</li> <li>Ability to afford low emission vehicles, including space and cost to, e.g. install electric vehicle charging infrastructure</li> </ul> | <ul style="list-style-type: none"> <li>Young people</li> </ul> |

| <b>Table C1.1: Impact on People: Draft Outcomes</b>   |  |
|---|--|
| <b>Potential Impacts</b>  | <b>Draft Outcomes</b>  |
| Safety and security   |  |
| <p>Impacts on multiple groups</p> <ul style="list-style-type: none"> <li>Women and disabled people were more likely to be very or fairly concerned about keeping 1m distance on public transport (SG public attitudes survey during COVID-19).(EHRC)</li> </ul> <p>Disabled People</p> <ul style="list-style-type: none"> <li>Disabled people are more likely to experience crime and less likely to feel safe walking alone in their neighbourhood after dark (EHRC)</li> <li>People with mental health support needs are reliant on public transport for making journeys. Key difficulties experienced by people in this group in relation to travel are confidence issues and affordability. Routine and planning are important in people's confidence to travel, also choice of mode, having a travel companion, and the attitudes of transport staff;</li> <li>Learning Disability: There is the potential for hate crimes to impact on this group</li> <li>Shared surfaces create issues of safety and concern for people with visual impairment</li> </ul> <p>Women</p> <ul style="list-style-type: none"> <li>Women were more likely to have concerns around personal safety when travelling (NTS 2) especially after dark</li> <li>Women are more likely to experience sexual harassment</li> </ul> <p>Transgender / Gender Reassignment</p> <ul style="list-style-type: none"> <li>Transgender people typically report poor experiences with services, primarily related to attitudes of and assumptions made by staff. They experience high levels of discrimination with direct impacts on mental health</li> <li>There is a potential for hate crimes to impact on these groups</li> </ul> | <ul style="list-style-type: none"> <li>Disabled people, women, minority ethnic people, younger people and older people report feeling safe and confident using public transport</li> </ul> |

| <b>Table C1.1: Impact on People: Draft Outcomes</b>   |   |
|---|---|
| <b>Potential Impacts</b>  | <b>Draft Outcomes</b>   |
| <p>Sexual orientation:</p> <ul style="list-style-type: none"> <li>• Lesbian, gay and bisexual (LGB) people often experience significant mental and physical health problems related to homophobia, heterosexism and social exclusion.</li> <li>• There is a potential for hate crimes to impact on this group</li> </ul>  |   |
| <p>Health</p> <ul style="list-style-type: none"> <li>• Groups unable to access healthcare for reasons listed above</li> <li>• Groups unwilling to travel actively due to reasons listed above</li> <li>• Elderly and disabled people are more likely to require to access healthcare</li> <li>• Young males are more likely to be involved in road traffic accidents</li> <li>• The severity of an injury to vulnerable users (pedestrians/cyclists) in a road traffic accident is likely to be greater than those in a vehicle</li> <li>• The adverse impacts of transport (air and noise pollution, road accidents) are more likely to be felt in more deprived areas, contributing to social disadvantage</li> </ul> | <ul style="list-style-type: none"> <li>• Improve the ability of over 65s and disabled people to access healthcare</li> <li>• Improved ability of all in the lowest 20% of SIMD datazones ranked by health to access healthcare</li> <li>• Improved ability of rural communities to access healthcare</li> <li>• Improved levels of walking and cycling in the lowest 20% of SIMD datazones ranked by health</li> <li>• Reduced incidence and severity of accidents involving young males / vulnerable users</li> <li>• Reduced impact of pollution, noise, safety and severance on disadvantaged communities in the (lowest 20% of SIMD datazones)</li> </ul> |

| <b>Table C1.2 Evidence to inform assessment of the impact of transport and travel on people</b> |              |               |                          |                 |                 |
|---|--------------|---------------|--------------------------|-----------------|-----------------|
| <u>2011 Census</u><br>% except where stated   | <b>Angus</b> | <b>Dundee</b> | <b>Perth and Kinross</b> | <b>Stirling</b> | <b>Scotland</b> |
| Population (total number)   | 115,978      | 147,268       | 146,652                  | 90,247          | 5,295,403       |
| Females   | 51.5         | 52            | 51.3                     | 52.1            | 51.5            |
| Under 16  | 17.5         | 16.1          | 17.2                     | 17.7            | 17.3            |
| 16-29   | 15.1         | 24.6          | 15.3                     | 19.4            | 18.5            |
| 65 and over   | 19.9         | 16.7          | 20.2                     | 17.2            | 16.8            |
| One family only: Lone parent: With dependent children   | 6.1          | 8.9           | 5.7                      | 6.1             | 7.2             |
| One person household - Aged 65 or over  | 14.4         | 14.2          | 14.5                     | 13              | 13.1            |
| No car or van   | 23.5         | 41.8          | 21.1                     | 22.3            | 30.5            |
| Asian, Asian Scottish or Asian British  | 0.8          | 4             | 1.3                      | 2.3             | 2.7             |
| Other ethnic groups <sup>2</sup>  | 0.5          | 4             | 0.8                      | 0.9             | 1.3             |
| Muslim  | 0.3          | 2.6           | 0.5                      | 0.6             | 1.4             |
| Does not speak English well / Does not speak English at all                                     | 1.2          | 1.7           | 1.4                      | 1.2             | 1.4             |
| Long-term health problem or disability: Limited a lot   | 8.4          | 10.5          | 7.8                      | 8.1             | 9.6             |
| Long-term health problem or disability: Limited a little  | 10.5         | 10.4          | 10.3                     | 9.4             | 10.1            |
| Carers (total number)   | 10,582       | 13,072        | 13,308                   | 8,625           | 492,231         |
| Provision of unpaid care: Providing 1 to 19 hours of care a week                                | 5.2          | 4.6           | 5.5                      | 5.4             | 5.2             |
| Provision of unpaid care: providing over 20hrs of care a week                                   | 3.9          | 4.2           | 3.5                      | 3.7             | 4.2             |
| Long-term health condition: With deafness or partial hearing loss                               | 7.5          | 6.7           | 7.2                      | 6.6             | 6.6             |
| Long-term health condition: With blindness or partial sight loss                                | 2.5          | 2.4           | 2.4                      | 2.2             | 2.4             |
| Long-term health condition: With learning disability (for example, Down's Syndrome)             | 0.5          | 0.6           | 0.5                      | 0.4             | 0.5             |

<sup>2</sup> i.e. not white Scottish, other British, Irish, Polish

| <b>Table C1.2 Evidence to inform assessment of the impact of transport and travel on people</b>                        |              |               |                          |                 |                 |
|--|--------------|---------------|--------------------------|-----------------|-----------------|
| <a href="#">2011 Census</a><br>% except where stated   | <b>Angus</b> | <b>Dundee</b> | <b>Perth and Kinross</b> | <b>Stirling</b> | <b>Scotland</b> |
| Long-term health condition: With learning difficulty (for example, dyslexia)   | 1.8          | 2.4           | 2.2                      | 2.1             | 2               |
| Long-term health condition: With developmental disorder (for example, Autistic Spectrum Disorder, Asperger's Syndrome) | 0.5          | 0.8           | 0.6                      | 0.5             | 0.6             |
| Long-term health condition: With physical disability   | 6.5          | 7.2           | 5.9                      | 6.1             | 6.7             |
| All persons 16-74 (total number)   | 84,940       | 111319        | 107 546                  | 67240           | 3,970,530       |
| Employees- part-time   | 14.3         | 12.6          | 14.3                     | 12.6            | 13.3            |
| Unemployed   | 4.2          | 5.7           | 3.3                      | 3.9             | 4.8             |
| 16-24yr olds unemployed  | 32.4         | 29.8          | 32                       | 31.2            | 30.2            |
| Student  | 3.7          | 10.1          | 3.5                      | 7.6             | 5.5             |
| Retired  | 18.1         | 14.2          | 17.2                     | 15.1            | 14.9            |
| <a href="#">SIMD: Local share</a> of 20% most deprived (all domains)   | 7.74         | 37.23         | 5.91                     | 12.4            | n/a             |
| <a href="#">SIMD: Local share</a> of 10% most deprived (all domains)   | 1.29         | 23.94         | 1.61                     | 5.79            | n/a             |
| <a href="#">SIMD: Local share</a> of 20% most deprived (health domain)   | 1.94         | 37.23         | 3.23                     | 10.74           | n/a             |
| <a href="#">SIMD: Local share</a> of 10% most deprived (health domain)   | 0.65         | 21.28         | 0.54                     | 2.48            | n/a             |
| <a href="#">SIMD: Local share</a> of 20% most deprived (access domain)   | 31.61        | 4.79          | 36.02                    | 28.93           | n/a             |
| <a href="#">SIMD: Local share</a> of 10% most deprived (access domain)   | 20.65        | 1.06          | 20.43                    | 18.18           | n/a             |

| <b>Table C2.1 Impact on Place: Draft Outcomes</b> |   |   |
|---|---|---|
| <b>Place</b>                                      |   | <b>Draft Outcomes</b>   |
| Biodiversity, flora & fauna                       | <p>Impact of existing and proposed on transport networks:</p> <ul style="list-style-type: none"> <li>• Potential disturbance to and loss of biodiversity from development of transport infrastructure</li> <li>• Continuing need to protect internationally, nationally and locally designated sites, and enhance where possible.</li> <li>• Decrease and/or fragmentation of seminatural habitats.</li> <li>• Potential impacts on protected and non protected species from development.</li> <li>• Potential loss of green space, green linkages and wildlife corridors to developments.</li> <li>• Proximity of strategic transport routes to protected areas</li> </ul> | <ul style="list-style-type: none"> <li>• Protecting, maintaining and enhancing biodiversity and ecosystem services, avoiding damage to or loss of designated and undesignated wildlife sites and protected species</li> </ul> |
| Landscape   | <p>Potential removal or introduction of new visual elements into the landscape e.g. new carriageway or public transport infrastructure.</p>   | <ul style="list-style-type: none"> <li>• Safeguarding and enhancing the character and diversity of the landscape and areas of valuable landscape</li> </ul>   |
| Cultural Heritage                                 | <ul style="list-style-type: none"> <li>• Potential disturbance to and loss or severance of features of cultural heritage importance.</li> <li>• Potential for increased visual intrusion, affecting the setting of a listed building, scheduled monument or conservation area; Potential for increase in noise, vibration and disturbance which may affect both physical structure and enjoyment of sites by the public</li> </ul>  | <ul style="list-style-type: none"> <li>• Protecting and enhancing historic and archaeological sites and other culturally and historically important features, landscapes and their settings.</li> </ul>                       |
| Climate change                                    | <ul style="list-style-type: none"> <li>• Increases in greenhouse gas emissions from the transport network. Need to support Government targets to decarbonise the transport sector: <ul style="list-style-type: none"> <li>• Need to promote sustainable forms of travel</li> <li>• Need to support sustainable land use patterns</li> </ul> </li> </ul>   | <ul style="list-style-type: none"> <li>• Reduced greenhouse gas emissions from transport</li> <li>• Adapting the transport network to the predicted effects of climate change</li> </ul>                                      |

| <b>Table C2.1 Impact on Place: Draft Outcomes</b> |  |  |
|---|--|--|
| <b>Place</b>                                      |  | <b>Draft Outcomes</b>  |
|   | <ul style="list-style-type: none"> <li>The need for transport networks to adapt to predicted climate change and its potential impacts (e.g. extreme weather events and sea level rises)</li> </ul>   |  |
| Air quality, noise, population human health       | <ul style="list-style-type: none"> <li>Levels of NO2 and PM10 increasing and resulting in poorer air quality, particularly in low emission zones and air quality management areas, as a result of road transport</li> <li>Increasing obesity and cardio-vascular diseases</li> <li>Increasing inequalities lead to poorer health outcomes</li> <li>Access to healthcare as a result of decreasing transport options/costs</li> <li>Increases in noise through rising traffic levels</li> <li>Accident levels remain low overall, nonetheless all authorities strive to minimise accidents</li> </ul> | <ul style="list-style-type: none"> <li>Reduced all forms of transport related air pollution and improve air quality</li> <li>Reduced noise and vibration associated with the transport network</li> <li>Improved safety on the transport network</li> <li>Improved quality of life and human health by promoting active lifestyles and increasing sustainable access for all to essential services (including healthcare), employment and the natural environment</li> <li>Promoting, investing in, building and maintaining infrastructure to support the development of high quality places</li> </ul> |
| Population  | Changing demographics – ageing population. This will impact on the provision of transport services as more people become eligible for free concessionary travel and also for the provision of more accessible infrastructure.  | <ul style="list-style-type: none"> <li>Improved quality of life and human health by increasing sustainable access for all to essential services (including healthcare), employment and the natural environment (To be covered in greater detail in the People Impact Assessment)</li> </ul>  |
| Geology and Soil                                  | <ul style="list-style-type: none"> <li>Loss of land to the development of transport infrastructure</li> <li>Contaminated land and its impacts on land use and soil quality. Need to prevent future land contamination.</li> <li>Loss of soil organic matter and soil sealing by impermeable surfaces associated with buildings and roads. Loss of soil</li> </ul>  | <ul style="list-style-type: none"> <li>Safeguarding and improving soil quality, particularly high value agricultural land and carbon rich soil.</li> <li>Protecting sites designated for their geological interest.</li> </ul>   |

| <b>Table C2.1 Impact on Place: Draft Outcomes</b> |   |   |
|---|---|---|
| <b>Place</b>                                      |   | <b>Draft Outcomes</b>   |
|   | <p>organic matter (which acts as a carbon store) will result in increased carbon dioxide emissions.</p> <ul style="list-style-type: none"> <li>The need to protect sites designated for their geological interest</li> </ul>  |   |
| Water   | <ul style="list-style-type: none"> <li>Water bodies in close proximity to main roads are at risk from pollution caused by the impacts of contaminated surface water run-off from roads.</li> <li>Construction of new transport links adjacent to water bodies has the potential to disrupt water ecosystems or pollute during both the construction and operation stages.</li> <li>The need to locate new transport infrastructure away from areas of flood risk, and for such infrastructure to be resilient to flooding (and adverse weather more widely).</li> </ul> | <ul style="list-style-type: none"> <li>Protecting, maintaining and improving the quality of all water bodies and wetlands that could be directly or indirectly affected by transport infrastructure and protect against the risk of flooding</li> </ul> |
| Material Assets                                   | <ul style="list-style-type: none"> <li>Capacity and use of the existing road and rail infrastructure</li> <li>Quality and maintenance of the existing road (inc footway) and rail infrastructure as well as other types of transport infrastructure including car parks and bus infrastructure.</li> </ul>  | <ul style="list-style-type: none"> <li>Promoting and improving the sustainable use and management of the transport network</li> <li>Reduced the use of natural resources</li> </ul>   |

| <b>Table C2.2 Evidence to inform assessment of the impact of transport and travel on place</b> |   |   |
|--|---|---|
| <b>Issue</b>   | <b>Proposed Outcomes</b>  | <b>Sources of information to define areas for consideration</b>   |
| Biodiversity, flora & fauna  | <ul style="list-style-type: none"> <li>Protecting, maintaining and enhancing biodiversity and ecosystem services, avoiding damage to or loss of designated and undesignated wildlife sites and protected species</li> </ul> | <p>Local Nature Reserves<br/> Marine Protected Areas<br/> Nature Conservation Orders<br/> Sites of Special Scientific Interest<br/> Special Area of Conservation (Scotland)</p> |



| Table C2.2 Evidence to inform assessment of the impact of transport and travel on place |  |  |
|---|--|--|
| Issue   | Proposed Outcomes  | Sources of information to define areas for consideration   |
|   |  | Special Protection Areas Scotland<br>Tree preservation orders<br>Wetlands of International Importance (Ramsar)<br>Wild Land Areas 2014<br>Zones of natural heritage sensitivity  |
| Landscape   | <ul style="list-style-type: none"> <li>Safeguarding and enhancing the character and diversity of the landscape and areas of valuable landscape</li> </ul>  | National Scenic Areas<br>Natural Heritage Future Zones   |
| Cultural Heritage   | <ul style="list-style-type: none"> <li>Protecting and enhancing historic and archaeological sites and other culturally and historically important features, landscapes and their settings.</li> </ul>  | Scheduled monuments<br>Battlefields Inventory Boundaries<br>Conservation areas<br>Listed Buildings / Listed Buildings boundaries<br>Special Area of Conservation (Scotland)<br>Gardens and designed landscapes   |
| Climate change  | <ul style="list-style-type: none"> <li>Reducing greenhouse gas emissions from transport</li> <li>Adapting the transport network to the predicted effects of climate change</li> </ul>  | <a href="#">UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2019</a>   |
| Air quality, noise, population human health   | <ul style="list-style-type: none"> <li>Reducing all forms of transport related air pollution and improve air quality</li> <li>Reducing noise and vibration associated with the transport network</li> <li>Improving safety on the transport network</li> <li>Improving quality of life and human health by promoting active lifestyles and increasing sustainable access for all to essential services (including healthcare), employment and the natural environment</li> </ul> | Air Monitoring Sites<br>Air Quality Classification<br><a href="#">Scotland's Noise</a><br><i>Road Safety Data</i><br><a href="#">Levels of active travel</a><br><a href="#">access to essential services via public transport</a> (Tracc accessibility data) |

| Table C2.2 Evidence to inform assessment of the impact of transport and travel on place |   |  |
|---|---|--|
| Issue   | Proposed Outcomes   | Sources of information to define areas for consideration   |
|   | <ul style="list-style-type: none"> <li>Promoting, investing in, building and maintaining infrastructure to support the development of high quality places</li> </ul>  |  |
| Population  | <ul style="list-style-type: none"> <li>Improving quality of life and human health by increasing sustainable access for all to essential services (including healthcare), employment and the natural environment</li> </ul>                              | <a href="#">access to essential services via public transport</a> (Tracc accessibility data)   |
| Geology and Soil  | <ul style="list-style-type: none"> <li>Safeguarding and improving soil quality, particularly high value agricultural land and carbon rich soil.</li> <li>Protecting sites designated for their geological interest.</li> </ul>                          | National Scale Land Capability for Agriculture 1:250 000<br>National Soil Map of Scotland and NSIS<br>Potential for crop production<br>Carbon and Peatland 2016<br>Profile soil<br>Geological Conservation Review Sites  |
| Water   | <ul style="list-style-type: none"> <li>Protecting, maintaining and improving the quality of all water bodies and wetlands that could be directly or indirectly affected by transport infrastructure and protect against the risk of flooding</li> </ul> | Baseline Confluence Inter Catchments / Baseline Confluences Nested Catchments / Baseline Water Body Inter Catchments<br>Drinking Water Protected Areas (Ground) / Drinking water Protected Areas (Surface)<br>Estuaries classification<br>Main river and coastal catchments<br>River Basin Districts<br>River Classifications<br>River and loch waterbody nested catchments<br>Stream water<br>Water Regulation Zones<br>Wetlands of International Importance (Ramsar) |

| <b>Table C2.2 Evidence to inform assessment of the impact of transport and travel on place</b>                           |  |   |
|--|--|---|
| <b>Issue</b>   | <b>Proposed Outcomes</b>   | <b>Sources of information to define areas for consideration</b> |
| Material Assets  | <ul style="list-style-type: none"> <li>• Promoting and improving the sustainable use and management of the transport network</li> <li>• Reducing the use of natural resources</li> </ul> |   |
| <p>Notes:<br/>All databases available at <a href="#">Scotland's environment web</a> unless alternative link provided</p> |  |   |