National Transport Strategy 2

SEA Post Adoption Statement

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TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA

Contents

1.   Background

1.1.   The National Transport Strategy (NTS2) – draft for Consultation ("the draft Strategy") set out Scottish Government's vision for the transport system in Scotland and was developed through a collaborative and evidence-based approach. The draft Strategy included a 20 year Vision, underpinned by four Priorities of: 'Promotes equality', 'Takes climate action', 'Helps our economy prosper' and 'Improves our health and wellbeing'. Additionally, three associated Outcomes sat below each Priority.

1.2.   The draft Strategy also included 14 High Level Policies and supporting measures (enablers) developed to address the current challenges and opportunities across the transport system and to deliver the draft Vision and Outcomes.

1.3.   The development of the draft Strategy was subject to Strategic Environmental Assessment (SEA) and a consultation on both the draft Strategy and accompanying SEA Environmental Report ran from 31 July to 23 October 2019.

1.4.   Following consultation and taking into account views received at that time, the Strategy has now been published and is available on the Transport Scotland website at https://www.transport.gov.scot/our-approach/national-transport-strategy/. The Strategy does not identify or present specific projects, schemes, initiatives or interventions, but provides the strategic framework within which future decisions on investment options will need to be made. Further, the Strategy does not detail interventions for implementation, with a Delivery Plan proposed to be developed and published later in 2020.

2.   The Strategic Environmental Assessment Process

2.1.   The Environmental Assessment (Scotland) Act 2005 (the 'data2005 Act') requires public bodies in Scotland to carry out SEA on their plans, programmes and strategies as they develop, to identify any significant effects they may have on the environment. It ensures that environmental considerations are taken into account. SEA also aims to build in mitigation measures, to avoid or minimise any potentially significant adverse effects on the environment, and look for opportunities to enhance a strategy's environmental performance.

2.2.   The SEA process began with the production of a Scoping Report which was issued to the SEA Gateway in April 2018. The SEA process continued to progress in parallel with the development of the draft Strategy and an Environmental Report documenting the findings of the assessment was produced in July 2019. Following consultation on the draft Strategy and associated Environmental Report, an independent analysis of consultation responses received was carried out. This report, titled Analysis of Consultation Responses to Scotland's National Transport Strategy, is available on the Transport Scotland website at www.transport.gov.scot/NTS2.

2.3.   Using this analysis, the Scottish Government has produced a report outlining how the views expressed in the consultation helped to inform the content and structure of the Strategy. This report, titled National Transport Strategy (NTS2) Consultation Report, is available on the Transport Scotland website at www.transport.gov.scot/NTS2.

2.4.   The Post Adoption Statement concludes the SEA process and outlines how the findings of the SEA and the views of the consultees have been taken into account.

2.5.   Section 18(3) of the Environmental Assessment (Scotland) Act 2005 sets out the information that should be included in the Post Adoption Statement. This can be summarised as:

- how the environmental considerations have been integrated into the plan, programme, or strategy

- how the Environmental Report has been taken into account

- how the opinions of consultees have been taken into account

- the reasons for choosing the strategy as adopted, in light of the other reasonable alternatives considered

- the measures to be taken to monitor the significant environmental effects of the implementation of the plan, programme or strategy

3. Integration of Environmental Considerations into the Strategy

3.1.   This section explains how key environmental considerations were identified and how these were taken into account in the development of the final Strategy.

3.2.   From the outset, the preparation of the environmental baseline for the SEA helped to frontload environmental considerations into the draft Strategy. Subsequent consultation with the SEA Consultation Authorities assisted in highlighting key environmental issues for further consideration.

3.3.   During the development of the draft Strategy, structured discussions took place with a range of stakeholders on the challenges and opportunities for Scotland's transport sector, both current and future. A particular focus was given to the role of the transport sector in contributing to greenhouse gas emissions.

3.4.   As draft Policies and enablers were developed to reflect the identified challenges and opportunities, the SEA assessment work was undertaken and early findings fed back into the emerging draft Strategy. For example, early assessment work helped to identify where multiple benefits could be achieved, e.g. through active travel and the use of green infrastructure, or where Policy tensions may arise. Potential mitigation was also identified.

3.5.   Early in the assessment process, the overlap between the SEA and the undertaking of relevant statutory Equalities Duties (as reported separately) was recognised. Whilst both assessment processes respond to differing legislative drivers, overlaps and synergies included the SEA Environmental Topics of population and human health, climatic factors, air quality and material assets. A process of close collaboration between the assessment processes and findings was undertaken, including sharing of emerging findings. This helped to ensure that there was a consistent approach taken to the consideration and reporting of findings where related to these overlapping topics.

4.   The Findings of the SEA

4.1.   Assessment process

4.1.1   The assessment of the draft Strategy was undertaken in a number of stages. Firstly, the assessment considered the likely significant environmental impacts of the draft High Level Policies set out in the draft Strategy. Following this, the assessment expanded on these findings to consider the likely significant environmental effects across the four draft Priorities of *Promotes Equality, Takes Climate Action, Helps our Economy Prosper and Improves Health and Wellbeing*. The next stage of the assessment looked at the potential for in-combination and cumulative impacts of the draft Strategy, including between the four Priorities and in the context of the wide range of objectives, ambitions and requirements set out in wider policy.

4.2.   Findings of the assessment

4.2.1   The SEA findings concluded the potential for the draft Strategy to significantly reduce greenhouse gas emissions arising from the transport sector. Benefits for climatic factors should also arise where focus is given to improving the resilience of the transport sector, in particular with regard vulnerable areas, to the impacts of climate change.

4.2.2   Increased accessibility to goods and services, such as employment and healthcare, could lead to positive impacts for population and human health, particularly where current barriers to accessibility, such as location and income, are addressed. However, consideration would need to be given to the potential for increased accessibility and movement of people and goods to lead to the uptake of less sustainable modes of travel.

4.2.3   Benefits for population and human health should also arise through improved air quality with urban areas likely to benefit most, with the potential for further benefits to arise as a result of reduced exposure to noise, depending on the action taken. Where support is given to increasing the uptake of active travel, positive impacts on population and human health and air quality should arise. The use of green infrastructure to support active travel could also increase adaptation to climate change and support community cohesion.

4.2.4   Reducing the demand for travel and improving efficiency across the transport system should reduce pressure on existing infrastructure, benefiting the transport sector as a whole. Additionally, increased alignment between transport, energy and digital networks has the potential to lead to overall benefits.

4.2.5   Indirect negative environmental impacts could arise at a local level from the construction and operation of new infrastructure that may be required to support the draft Strategy. These could range from short term in nature to long-term and permanent, with the likely significance of these impacts influenced by a number of factors, such as siting and design.

4.2.6   There is an opportunity to enhance positive effects and manage negative impacts through the influencing nature the Strategy will have on other

relevant plans and programmes, including Regional and Local Transport Strategies and the Strategic Transport Projects Review (STPR2). For example, positive effects could be maximised where greater consideration is given to the co-ordination of infrastructure works and planning, at both regional and local level. Existing non-statutory measures and statutory requirements, such as Environmental Impact Assessment and Habitat Regulations Appraisal, alongside appropriate and design and construction management measures at project level, should help to minimise potential adverse impacts.

4.3.   What recommendations did the SEA make?

4.3.1   Further consideration should be given when implementing the Strategy to opportunities for actions which support the strengthened ambition of net-zero greenhouse gas emissions targets, in recognition of the global climate emergency.

4.3.2   Where there is potential for the increased uptake of less sustainable modes of transport to arise, this should be considered against wider Scottish Government objectives to strengthen the ambition of climate change targets and improve air quality.

4.3.3   Opportunities for greater integration between spatial planning and transport should continue to be explored at lower tiers of plan-making and in developing individual project proposals. For example, the alignment of National Planning Framework 4 with the development of STPR2 is an early opportunity to achieve this.

4.3.4   Consideration should be given to future proofing and re-use of infrastructure where practicable. Additionally, where possible, the use of green infrastructure to support active travel was recommended.

5.   How the opinions expressed have been taken into account

5.1.   The Environmental Report was issued for consultation alongside the draft Strategy and views were invited on 22 questions with 18 questions related to the draft Strategy and four to the Environmental Report.

5.2.   Around 600 responses were received during the consultation from individuals and organisations, with a further 636 campaign responses received[1]. Respondents included those from the public and private sector, Regional Transport Partnerships, transport operators and third sector and community groups. Responses were also received from the three SEA Consultation Bodies: Historic Environment Scotland (HES), Scottish Environment Protection Agency (SEPA) and Scottish Natural Heritage (SNH).

5.3.   Following the public consultation, the draft Strategy was updated, taking into account the findings of the Environmental Report and the views expressed during the consultation.

6.   Comments on draft Strategy

6.1.   General feedback

6.1.1   Overall comments from both individuals and organisations were that the draft Strategy should be revised to be more explicit and provide greater detail on how the Vision, Priorities and Outcomes will be delivered. It was also encouraged that the Outcomes be set out in more measurable terms, whilst other respondents raised concerns that funding would not be made available to aid the implementation of the Strategy.

6.1.2   The topic of prioritisation was a commonly raised, with some respondents of the view that climate change issues were disproportionately reflected in the draft Strategy. Views on this were mixed however, with some respondents expressing a wish to see climate issues given greater attention, and others less. Views were also expressed that businesses and economic interests should not be prioritised over other interests.

6.1.3   There was a perception by some respondents that too much focus had been given to towns and cities within the draft Strategy, with the needs and challenges of rural areas felt as not having been adequately addressed or differentiated from urban challenges.

6.1.4   A number of cross-cutting themes emerged as the analysis was undertaken and these included: climate change, business and economic interests, urban/rural concerns, conflicting interests and implementation.

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[1] The 636 campaign responses followed a similar format and answered only two of the questions in the consultation

6.1.5   The following paragraphs further summarise the responses received under the relevant Section headings.

6.2.   Chapter 2 - Vision, Priorities and Outcomes

6.2.1   The Vision set out in the draft Strategy was widely supported and it was felt that the Vision set out the right direction for the future transport system in Scotland. Some minor changes to the Vision were suggested to provide clarity and more detail on funding and tangible action for its implementation was urged. There was also support for the Priorities and Outcomes, with some respondents also providing suggestions for additions and more detail to provide greater clarity. Many respondents also sought more specific measurable targets, commented on the relative importance of each of the priorities and asked for timing for delivery to be included.

6.2.2   It was felt by most respondents that the all Priorities should be treated with equal importance, however, a large number of respondents also felt that climate action should be the overall priority. Of all four Priorities, equality and climate action also received the most support. It was also felt that greater recognition should be given to the potential tensions between some of the Priorities, especially those linked to climate action and economic prosperity.

6.2.3   **Response**: To provide further clarity and address some of the issues raised, a number of specific amendments have been made to the Vision, Priorities and Outcomes. These include the addition of the word "safe" to the draft Vision and amendments to the draft Priorities of "Promotes Equality" and "Helps Our Economy Prosper" to "Reduces Inequalities" and "Helps deliver inclusive economic growth", respectively. Further, the wording of the Outcome "Will get us where we need to get to…" has been amended to "Will get people and goods where they need to get to…".

6.2.4   In finalising the Strategy, no weighting has been applied to the Priorities, reflecting the view that all four are fundamental components to meeting the Vision. However, the text reflects the increasing importance of policies to address climate change and reduce inequalities in Scotland. Further, the supporting narrative has been updated, highlighting the interrelationships between the Priorities, reflecting that they do not operate independently of each other. This additional text also adds clarity that whilst these interrelationships can provide opportunities for multiple benefits to be achieved, tensions could arise between transport polices that will require careful management.

6.2.5   A Delivery Plan is being developed to support the Strategy. The Delivery Plan will detail how the Priorities and Outcomes will be achieved and the Vision delivered, in line with the Policies set out in the Strategy. Alongside this, a monitoring framework will measure progress. Both documents will build on the comments received during the consultation process and will provide greater clarity on the delivery, monitoring and reporting process and on the role of government and other stakeholders (See monitoring section).

6.3.   Chapter 3 - Current and Emerging Challenges

6.3.1   There was general agreement on the challenges included in the draft Strategy. Further comments included that the links between the challenges and strategic overview could be clearer and that it would be beneficial to prioritise the challenges and provide greater detail on the scale of these. Respondents also suggested that greater consideration could be given to the interlinks or overlaps between some of the identified challenges to highlight where maximum benefits could be achieved by tackling a number of related challenges together. There was a perception by some respondents that geographical challenges could have been better represented, as these differed greatly between cities and towns and rural and remote communities.

6.3.2   **Response**: The narrative in this section has been amended to better demonstrate the links between the identified challenges and opportunities and the Priorities and Outcomes set out in the Strategy. Additional text has been included to reflect the interdependencies between the Priorities, and in turn, the opportunity for multiple benefits to be achieved. The tensions that could arise between some transport policies has also been recognised. Further, the reformatting has been undertaken to improve the connection between this section and that which sets out how the identified challenges and opportunities will be met (Chapter 4).

6.3.3   Amendments to the supporting narrative have also been made to highlight the geographical challenges that can arise in cities and towns, rural and remote areas and in Island communities. These include; the difficulties in accessing services and the higher costs this can bring.

6.4.   Chapter 4 - Meeting the Challenges/Policies

6.4.1   The Policies and supporting measures (enablers) set out in the draft Strategy were welcomed, and a large majority of respondents, both individuals and organisations, viewed the Policies as being of equal importance. However, there was a split in opinion as to whether more or fewer Policies were required to affect real change.

6.4.2   A small number of respondents were of the view that the Policies were not sufficiently ambitious or lacked clarity to deliver the Vision or address the challenges outlined in the draft Strategy. A number of specific suggestions for changes to the wording were provided to add clarity, strengthen the Policies and reduce interpretation bias.

6.4.3   **Response**: To provide clarity, this section has been redrafted to illustrate the links between the Policies and the challenges and Priorities set out in the final Strategy. The supporting narrative has also been redrafted to better link this text with the challenges and opportunities identified in the previous section. For example, revised text also highlights the challenges and potential tensions of managing growth in the aviation sector with achieving climate change targets.

6.4.4   Amendments have been made to the wording of some of the Policies, taking into account the views received. Some Policies have been combined where it was felt it would be more effective to incorporate them within a similar one.

It is considered that the number of Policies in the Strategy will provide for flexibility to adapt to changing circumstances over its lifespan.

6.4.5   The level of ambition and strength of the Policies is felt to be appropriate and the benefits arising from the Strategy will be realised when these are considered in combination, as no one Policy alone will deliver the Vision of the Strategy, or the challenges it sets out. Further, the Strategy supports greater alignment with other relevant policy areas, such as land use and planning, facilitating further broader benefits.

6.5.   Chapter 5 - Transport Governance

6.5.1   Views regarding transport governance arrangements were mixed, however, there was consensus that local communities and businesses should be consulted and engaged wherever appropriate. Respondents also expressed a view that engagement should be meaningful. Only a few organisations mentioned the potential need for revision and amendments to the transport governance structures, roles and responsibilities in order to achieve the required changes to local, regional and national transport infrastructure and systems.

6.5.2   **Response**: In order to be reflective of changes over the 20 year lifespan of the Strategy, consideration of future transport governance arrangements will be covered separately to the main Strategy.

7. Comments on the Environmental Report

7.1. Questions were used to help frame responses to the Environmental Report during the consultation process. These sought views on a number of matters such as the accuracy and scope of information used in the assessment and on the predicted environmental effects as set out in the Report.

7.2. Nearly a third of all responses either did not comment on the Environmental Report questions or stated that they did not know enough to provide an informed response. Other reasons for not responding included lack of time and expertise and the length of document. Nearly a third stated that they agreed with the content of the Environmental Report or assumed it to be accurate, however, this was caveated that this did not mean that they were adequately informed to give such approval. Many of the respondents used one or more of the four questions to reiterate comments they had made to previous questions on the draft Strategy, or to comment more generally on the state of the environment/transport system currently.

7.3. The views and comments received, including those from the three Statutory SEA Consultation Authorities - SNH, SEPA and HES - have been summarised below under each relevant question.

7.4. What are your views on the accuracy and scope of the information used to describe the environmental baseline set out in the Environmental Report?

7.4.1 Of those that provided comment to this question, approximately two thirds offered supportive comments. Supporting comments from individuals and organisations included that the report appeared to use current projects and scientific evidence and that the complexity of issues and their inter-connectivity had been well considered. Other comments included that the Environmental Report covered a wide range of issues and challenges related to transport and the environment, both positive opportunities and potential risks.

7.4.2 Contrary to this, a small number of individuals considered that the SEA had not been broad enough, or given sufficient attention to climate change and that there should be a stronger acknowledgement that transport is the biggest emitter of greenhouse gas emissions. A number of organisations also questioned if the SEA reflected the urgent nature of climate change. Some individuals also expressed a view that greater consideration should have been given to the potential conflict between economic issues and that too much focus had been given to air and noise pollution.

7.4.3 There were mixed views on the alignment of the draft Strategy and SEA with some organisations viewing this as well aligned and considered the scale of information provided relevant to the development and implementation of the Strategy. However, others questioned the alignment and role of the SEA in influencing the draft Strategy. More generally, some respondents questioned that the Strategy does not show how any of the SEA recommendations could realistically be made.

7.4.4   A number of individuals viewed the document as too lengthy and complex, and felt that the report was unrealistic. A more accessible version, including one suitable for sensory impairments, was urged by some third sector support organisations.

7.4.5   **Response:** The Scottish Government notes and welcomes all feedback received. The Scottish Government is committed to taking action to address the global climate emergency and this is reflected throughout the assessment and set out in the SEA Environmental Report, including within the baseline information and conclusions and recommendations. The evidence used and scope of the assessment is felt by the Scottish Government to appropriately reflect the high level nature of the draft Strategy. .

7.4.6   The SEA process was aligned with the development of the Strategy, with recommendations fed in throughout the development process. This included where multiple benefits could be achieved and recognition of where tensions may arise. These aspects have been drawn out further in the finalisation of the Strategy, taking into account comments received.

7.4.7   A non-technical summary was included in the Environmental Report and alternative accessible versions are available on request, including braille, Gallic and easy read versions.

7.5.   What are your views on the predicted environmental effects as set out in the Environmental Report?

7.5.1   A large number of respondents did not answer this question, with many individual respondents stating they felt unable comment on the content due to lack of understanding. Of those that did provide a response to this question, views were also mixed. Some respondents felt that the assessment would have benefits from greater consideration of rural communities and presenting a more balance view was encouraged.

7.5.2   Other respondents felt that the SEA was too hopeful about how easy it would be to reduce greenhouse gas emissions, with too little emphasis given to moving towards a net-zero target. A small number of respondents offered a counter view that the estimates had been over exaggerated. It was felt by some respondents, both individuals and organisations, that the report could have contained greater detail, for example, on adverse effects, including the negative impacts of adverse weather condition from climate change.

7.5.3   Cumulative impacts, and associated impacts, were seen as something to be discussed in greater detail in the SEA, including in relation to effects that might arise as a result of infrastructure projects.

7.5.4   The connection between the draft Strategy and Strategic Transports Project Review was also noted, including the benefit of taking into account the analysis, commentary and recommendations set out in the Environmental Report in the STPR2 as well as in finalising the Strategy.

7.5.5   **Response:** The Scottish Government is content with the level of the assessment and findings as reported and consider that both are appropriate given the high level nature of the draft Strategy.

7.5.6   Consideration was taken into account during the assessment of different demographics and the challenges and opportunities that presents with regard the transport system and urban/rural environment. This aspect was given consideration within the assessment of the Policies (Appendix D) particularly where these related to the challenges of differing geographical needs. This aspect was further drawn out in the assessment of the four Priorities and associated Outcomes (Section 6).

7.5.7   Climate change estimates have been based on best available evidence and the impacts of climate change was considered and documented throughout the assessment. This included the potential for adverse impacts on a range of environmental topics, including in relation to infrastructure. Cumulative impacts were considered in the assessment process and documented in the assessment findings. However, the Strategy is not location specific and does not set out priorities for infrastructure investment. These comments are however noted and where relevant will be considered during the development of the STPR2, which is currently being taken forward. The close connections between the respective SEAs will continue to be supported, ensuring the continuity of assessment process and embedding of recommendations made during the assessment of the Strategy.

7.6.   **What are your views on the proposals for mitigation and monitoring of the environmental effects set out in the Environmental Report?**

7.6.1   Whilst the response rate to this question was also low, there was agreement between individuals and organisations that environmental effects need to be reviewed and updated frequently, not least given the climate emergency. Views also included that responsibility for addressing the issues set out in the SEA should be clearly set out with more specific targets, in particular, at policy and enabler level.

7.6.2   Again, the hierarchical nature of Strategy with lower level plans was noted by some respondents, including the assessment conclusions that it was not possible to assess or set out mitigation for many of the environmental effects that may arise from the implementation of the Strategy at that stage due to the strategic nature of the Strategy. Again it was recognised that there was a key role in ensuring that the conclusions and recommendations of the SEA be communicated clearly along the implementation chain.

7.6.3   **Response**: The development of the Delivery Plan and monitoring framework will provide greater detail on how the Strategy will be delivered and progress measured and reported. Comments and suggestions raised during this consultation will be taken into account during their development. The wider context of other relevant policies and plans in which the Strategy sits is recognised and greater alignment will be supported, including across policy areas, such as land use planning, and within lower level plans of relevance, such as the STPR2.

8. Reasons for selecting the National Transport Strategy 2 as adopted

8.1.   The 2005 Act requires that the Scottish Government identify, describe and evaluate the likely significant effects on the environment of any reasonable alternatives to the draft Strategy, taking into account its objectives and geographical scope.

8.2.   A number of alternative scenarios (or options) were explored as the draft Strategy was prepared. The extent to which alternatives could be considered "reasonable" was influenced by the way in which the draft Strategy was developed and the wider policy context in which it was developed. The Strategy builds on and enhances the policy direction taken in the first transport strategy published in 2006 which was itself subject to SEA. It also sets out to balance social, environmental and economic considerations, with the four Priorities viewed as interlinked to achieved the Vision. Whilst within these Priorities, there is an emphasis on reducing inequalities and climate action, a "do nothing" scenario or a change in focus of the Strategy were not considered as "reasonable alternatives" to delivering its main objectives. As previously mentioned, no weighting has been applied to the Priorities, reflecting the approach taken in the Strategy of recognising that all four Priorities are key are components to meeting the Vision.

8.3.   The content of the Policies remain in place, however, in finalising the Strategy, some Policies have been combined where this was felt to be more effective. Further, these have been subject to minor changes in light of comments received during the consultation process. It is still considered that the Policies should be viewed collectively as a package, and that no single Policy option or alternative approach to it, would be a reasonable means to deliver the overarching objectives of the Strategy.

8.4.   Other changes following consultation include additional and amended text and reformatting for clarification, for example, to highlight the link between the Policies, Priorities and current and emerging challenges in the transport system.

9. Monitoring

9.1.   Section 19 of the 2005 Environmental Assessment (Scotland) Act requires the Responsible Authority to monitor significant environmental impacts arising as a result of the implementation of the plan, programme or strategy. The purpose of the monitoring is to identify any unforeseen adverse effects at an early stage and to enable appropriate remedial action to be taken.

9.2.   Working with partners involved in developing the Strategy, a Delivery Plan will be published to support it. The Delivery Plan will be regularly updated and will provide detail on how the Priorities and Outcomes will be achieved and how the Vision will be delivered. The Delivery Plan will also align with the Strategy's Sustainable Travel and Investment Hierarchies.

9.3.   The Delivery Plan will also report periodically on performance in tackling the challenges and achieving the Outcomes using the monitoring and evaluation framework. Indicators will, where possible, be broken down to look at demographic, socioeconomic and geographic factors. The Delivery Plan will be flexible and adapt to emerging and changing evidence.

9.4.   The monitoring framework will include headline indicators and supplementary data to inform progress under each Priority. Initial proposals for indicators include looking at modal share and how this is changing; rates of walking at cycling for short journeys; and use of electric vehicles. The finalised monitoring and evaluation framework will provide an opportunity to measure and report periodically on performance at a national, and where possible, regional and local level. This will include assessment against the National Performance Framework Outcomes[2].

9.5.   Environmental Impact monitoring will be employed where implementation of interventions within the Delivery Plan necessitate such monitoring. Environmental monitoring requirements will be dependent on the content of the Delivery Plan where actions therein demonstrate environmental impacts.

9.6.   In addition to the above framework, there are a wide range of existing programmes in place at the national and local level to monitor environmental status and assess performance against established environmental indicators, many of which are of relevance to the draft NTS2. For example, Scottish State of the Environment Reports are produced every three years[3].

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[2] Scottish Government (2019) National Performance Framework [online] Available at: https://nationalperformance.gov.scot/what-it (accessed 05/07/2019)

[3] Scottish Government (2014) Scotland's State of the Environment Report, 2014 [online] Available at: https://www.environment.gov.scot/media/1170/state-of-environment-report-2014.pdf (accessed 05/07/2019)

9.7. Scottish greenhouse gas emissions data is collected as part of the Scottish Government statistics series and includes information on international aviation and shipping. The collation and collection of data on greenhouse gas emissions is also considered in a number of relevant plans, including the Climate Change Plan which is itself accompanied by a monitoring framework with implementation indicators across a range of environmental topics. A monitoring and evaluation framework has also been developed for the Scotland's second Climate Change Adaptation Programme. This builds on the monitoring foundation established in the first Programme and has been influenced by recommendations from both the Adaptation Sub-Committee (of the UK Climate Change Committee) and ClimateXChange. This will provide an opportunity to identify whether resilience is increasing and ensure that reporting on progress and implementation is evidentially supported.

9.8. Transport Scotland[4] also publish annual statistics on data such as road transport vehicles, air and water transport and rail services. Other statistics of relevance are likely to include energy statistics, such as the Annual Compendium of Scottish Energy Statistics[5] that report on information such as energy consumption from transport. Additionally, the Energy in Scotland series reports on changes to Scotland's energy mix, and provides information on how energy is both generated and consumed[6].

9.9. Monitoring and reporting of air quality currently takes place at 98 monitoring sites throughout Scotland and in some instances, includes real time monitoring data[7]. Key performance indicators aligned to Cleaner Air for Scotland: The Road to a Healthier Future[8] are also monitored.

9.10. Many of these programmes can help to identify effects arising from the broad range of environmental issues that have been covered in this assessment. It is also likely that as a more detailed delivery plan is developed, further monitoring proposals may be developed.

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[4] Transport Scotland (2019) Scottish Transport Statistics [online] Available at: https://www.transport.gov.scot/publication/scottish-transport-statistics-no-37-2018-edition/ (accessed 05/07/2019)

[5] Scottish Government (2019) Annual Compendium of Scottish Energy Statistics [online] Available at: https://www2.gov.scot/Topics/Statistics/Browse/Business/Energy/ACSES (accessed 05/07/2019)

[6] The Scottish Government (2016) Energy in Scotland 2016 [online] Available at: http://www.gov.scot/Resource/0050/00501041.pdf (accessed 05/07/2019)

[7] Air Quality in Scotland (2019) Air Quality in Scotland: Latest pollution map [online] Available at: http://www.scottishairquality.scot/ (accessed 05/07/2019)

[8] The Scottish Government (2015) Cleaner Air for Scotland: The Road to a Healthier Future [online] Available at: http://www.gov.scot/Resource/0048/00488493.pdf (accessed 05/07/2019)

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