

Consultation responses between March and June 2025

1. INTRODUCTION

- 1.1 The purpose of this report is to update Members on SEStran's response to consultations between March and June of this year, with particular focus on the Just Transition Plan (JTP).
- 1.2 In terms of the List of Officer Powers the JTP response was submitted by the Partnership Director as there was insufficient time to put the matter to Board members. The Chair was consulted prior to the response's submission.
- 1.3 All other consultation responses were informed by policies from the Regional Transport Strategy.

2. BACKGROUND ON JUST TRANSITION PLAN

- 2.1 The Scottish Government consultation on its proposed Just Transition Plan asked for views by 19th May. The Consultation Paper can be accessed [here](#).
- 2.2 In its own words, the Paper sought to 'identify the key challenges and opportunities the transport sector currently faces in making a just transition.' Whilst it is difficult to disagree with much of what it says, the Paper by its own admission doesn't completely address how the Plan's aims will be achieved – or whether those aims are the complete answer to achieving a Just Transition.

3. JUST TRANSITION PLAN CONSULTATION RESPONSE – KEY POINTS

- 3.1. Some key points in SEStran's response include:
 - The Plan's draft outcomes should include content on technical innovation being at the heart of delivering a Just Transition; public sector organisations e.g. health sector working together more effectively; using data more effectively – and bringing together existing and evolving data sets; the need for clear policy, backed up by legislation where necessary, to reduce the uncertainty around the transition and encourage investment.
 - SEStran's Regional Transport Strategy complements the Plan and its delivery, and the collaborative work with Edinburgh and South East Scotland City Region Deal, will accomplish some of the Plan's aims.

- JTP should be front and centre of thinking for local authorities and all relevant public, third sector and community organisations. They should all be encouraged to carry out an audit of their current objectives and activities to see how they fit with the JTP. Moreover, compliance with the JTP should be seen as an important part in the formation of policy from the outset. In the same way that EqlA is required in policy development, the JTP should be factored at the same time.
- In Scotland we could leverage tools like the Carbon Assessment Playbook, developed for use in England & Wales ([Carbon Assessment Playbook](#)), to enhance its transport decarbonisation efforts linked to the just transition approach.
- Design of new developments taking into account creation of new transport ‘deserts’ is key. The link between the aspirations of the JTP and land use planning needs to be strengthened. The JTP should also align with Triple Access Planning (TAP), which integrates physical mobility, spatial proximity, and digital connectivity to create a sustainable and equitable transport system.
- There needs to be a much greater focus on the barriers faced by people accessing health. The whole issue of transport to health is a huge area that needs leadership and co-ordination at the TS level to progress.
- The focus (or over reliance) on passenger car EVs as the solution (key driver of change), whilst initially appropriate, could become a weakness. The full spectrum of mobility should be considered, car, bus, LGV/HGV, train/tram, plane and ship.
- We agree that costs shared through taxation and incentives, such as reduced costs, which support low-carbon choices will support a just transition, and are a logical extension of the ‘polluter pays’ principle expressed in existing environmental legislation.
- Increasingly the transport sector will be supported by new technologies including AI and VR, as well as the digitisation of travel information. Jobs in this sector should be considered a part of the transport workforce and upskilling of those involved in software development, as well as developing the digital skills of operators, needs to be incorporated into the priority action.
- As regards monitoring and evaluation, some of the indicators for the outcomes need further thought.

4. OTHER RESPONSES

Consultation title	Response theme	Date entered
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EV public charging network implementation plan	We responded in line with the regional collaboration which represents 7 or our 8 LAs, highlighting the need for further guidance on some aspects of LAs' powers and their inclusion in planning and designing the network.	14th March
Scottish Fire & Rescue Service Strategic Plan 2025-28	We referred to relevant aspects of the RTS relevant to the Fire & Rescue Service.	2nd April
The City of Edinburgh Council Supplementary Guidance (SG) on Developer Contributions and Infrastructure Delivery	We recommended that City of Edinburgh Council and its legal advisers decide how to proceed in terms of ensuring that the substance of the document is enforceable and not at risk of challenge.	13th April
The City of Edinburgh Council City Plan 2040	We shared documents that could be helpful in shaping CEC's next City Plan.	2nd May
Scottish Government: Community Wealth Building Scotland	We advocated for sufficient resource for local authorities should they have increased responsibility to deliver further on community wealth building.	27th May
Scottish Government: Climate change duties - draft statutory guidance for public bodies: consultation	We advocated for guidance on double reporting and appropriate reporting expectation, relevant to organisation size.	21st May
Scottish Government: Cruise Ship Levy	We echoed CEC's call for local	28th May

	decision making and planning.	
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5. RECOMMENDATIONS

- 5.1 It is recommended that Members note the content of the report and its appendix.

Andrew Ferguson
SEStran Consultant

Appendix 1: Consultation Response

Policy Implications	There could be implications for future iterations of the RTS, dependent on further actions by those consulting.
Financial Implications	None
Equalities Implications	None
Climate Change Implications	None

Consultation on the Draft Just Transition Plan for Transport

Respondent Information Form

Please Note the respondent form **must** be completed and returned with your response.

To find out how we handle your personal data, please see our privacy policy:
<https://www.gov.scot/privacy/>

Respondent Information Form

Are you responding as an individual or an organisation?

- ☐ Individual
☒ Organisation

Full name or organisation's name

South East Scotland Transport Partnership (SEStran)

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The Scottish Government would like your permission to publish your consultation response. Please indicate your publishing preference:

- ☒ Publish response with name
☐ Publish response only (without name)
☐ Do not publish response

Information for organisations:

The option 'Publish response only (without name)' is available for individual respondents only. If this option is selected, the organisation name will still be published.

If you choose the option 'Do not publish response', your organisation name may still be listed as having responded to the consultation in, for example, the analysis report.

We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you

again in the future, but we require your permission to do so. Are you content for Scottish Government to contact you again in relation to this consultation exercise?

☒ Yes

☐ No

Where do you live most of the time?

N/A

How would you describe your local area? [SG Classification: Large Urban, Other Urban, Accessible Small Town, Remote Small Town, Accessible Rural Area, Remote Rural Area, Island*, Other (specify)]

South East Scotland, covering Borders, Clackmannanshire, Edinburgh, East, Mid and West Lothian, Falkirk, and Fife Council areas.

*We have included a separate category for island residents in recognition of the potential impacts of decarbonising Transport on these communities.

I confirm that I have read the privacy policy and consent to the data I provide being used as set out in the policy (required)

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Questionnaire

Vision and Outcomes Consultation Questions:

Question 1

Vision and Outcomes Consultation Questions: Aim: To get feedback on the overall structure of the Plan and general comments or gaps identified in the outcomes, This is also to invite views on future engagement on just transition issues in Transport.

Audience: Everyone is invited to answer all consultation questions, but we have suggested that there are some questions which are more relevant to organisations or businesses, so it is possible for you to skip questions you don't want to answer.
Question

1A: Do the draft outcomes reflect what the Plan should be aiming to achieve?
Please give reasons for your answer. **Yes**

1B: Is anything missing from the draft outcomes in the Plan?

Technical innovation that supports net zero transition is supported and its development in Scotland is encouraged.

The public sector works well together to support the implementation of net zero transition.

Existing and developing data sets are available in readily accessible formats to policy makers to properly inform the JTP.

There is clear policy to reduce the uncertainty surrounding the transition and encourage investment, with legislation and timetables to provide a transparent framework for organisations to plan their decarbonisation efforts. For example, establishing technology standards for the electrification of freight is essential to reduce capital expenditure risks and to ensure a smooth transition to decarbonised freight. Borrowing risks can be reduced further through mechanisms such as blended finance. Guaranteeing a minimum price for eHGVs would reduce residual costs.

Question 2: (Everyone): Please look at the draft Transport Just Transition Plan and tell us whether you agree or disagree with the following statements. [Strongly agree, agree, neither agree nor disagree, disagree, strongly disagree, don't know]

The Plan is easy to understand **Agree**

The Plan is easy to use **Agree**

The information in the plan is helpful **Agree**

The information in the plan is relevant to me **Agree**

The plan is accessible to me **Agree**

Question 3 (Everyone): Are you involved in any organised groups (for example a campaigning group, industry working group or public sector forum, which does not have to be climate-related) that considers how the transport sector is changing or could change in future?

SEStran's role as Regional Transport Partnership and its production of the statutory Regional Transport Strategy (RTS) mirrors and complements some of the outcomes in the JTP. Some examples of its alignment include:

Decarbonisation Efforts: SEStran's RTS includes measures to reduce greenhouse gas emissions, such as promoting public transport, cycling, and walking. This aligns with the Just Transition Plan's focus on transforming transport to achieve net zero.

Accessibility and Inclusivity: SEStran aims to enhance access to public transport and improve transport infrastructure across urban and rural areas. This supports the Just Transition Plan's goal of ensuring that the transition is fair and inclusive, leaving no one behind.

Economic Opportunities: SEStran's strategy includes initiatives to boost economic growth through improved transport connectivity. This complements the Just Transition Plan's emphasis on sharing the benefits of new economic opportunities fairly.

Community Engagement: SEStran has engaged with local authorities and stakeholders in developing its strategy. This collaborative approach can be highlighted as a model for the inclusive consultation process advocated by the Just Transition Plan.

Through its involvement in the Joint RTPs grouping, SEStran has regular meetings with Cabinet Secretary, at which issues concerning the JTP can be discussed.

In partnership with Edinburgh City Region Deal, SEStran has formed the RTS Delivery Group. Having better, region-focused, data would help the delivery of the RTS in a way that is consistent with the JT.

3A: How could existing transport groups consider just transition issues?

Note on Q3: These questions are about understanding how people, organisations and communities want to engage on issues relating to a just transition for Transport. We have heard that people want to use existing groups, not create new ones, and that many groups and organisations have already taken actions, ideas or best practice that others could learn from when considering a just transition for Transport.

JTP should be front and centre of all groups' thinking. Existing groups should be encouraged to carry out an audit of their current objectives and activities to see how they fit with the JTP.

Moreover, compliance with the JTP should be seen as an important part in the formation of policy from the outset. In the same way that EqIA is required in policy development, the JTP should be factored in the same way and at the same time. Doing so will ensure things which are not considered protected characteristics under equalities legislation are properly considered, e.g. transport poverty.

In Scotland we could leverage tools like the Carbon Assessment Playbook, developed for use in England & Wales ([Carbon Assessment Playbook](#)), to enhance its transport decarbonisation efforts linked to the just transition approach (linking with existing transport model work and data gathering, providing a cost-efficient approach that benefits the whole of the UK):

- **Baseline Emissions Analysis:** the Playbook provides a baseline dashboard that helps local authorities understand their current emissions and project future emissions. Scotland can use this data to identify the most significant sources of transport emissions and prioritise interventions accordingly.
- **Testing Carbon Impact:** the Playbook includes tools to test the carbon impact of different transport outcomes. By using these tools, Scotland can visualise how various transport policies and projects will contribute to decarbonisation goals, allowing for more informed decision-making.
- **Intervention Strategies:** the Playbook offers intervention cards summarising the carbon reduction potential of 29 different local transport interventions. A similar approach in Scotland would facilitate the development of tailored local & regional strategies that address specific needs, such as improving pedestrian and cycling infrastructure, implementing low traffic neighbourhoods, and enhancing public transport services.
- **Policy Development:** the policy builder tool in the Playbook helps create bespoke policy packages to design comprehensive transport policies that integrate multiple interventions, maximising their cumulative impact on carbon reduction.
- **Quantifying Impact:** the Playbook allows authorities to quantify the carbon impact of their transport strategies and plans. Scotland can use this feature to measure the effectiveness of its decarbonisation initiatives and adjust them as needed to ensure they meet national and local targets.
- **Community Engagement:** using the Playbook's data and tools, Scotland can engage with local communities and stakeholders more effectively. Transparent communication about the expected outcomes and benefits of decarbonisation efforts can foster public support and participation.

People and Communities Consultation Questions:

Aim: To understand priorities for people and communities, gather feedback and identify gaps in the content, including the vision, and collect evidence to inform Just Transition Planning for the sector. Inviting people to reflect on how costs of the transition might be shared fairly.

Audience: Individuals answering on their own behalf as members of communities and households. Organisations representing communities, places, or groups with protected characteristics, as well as the public sector.

Question 4 (Everyone): This question relates to all the content in the section on People and Communities. Are there any gaps in our priority actions to support people and communities in the transition of the transport sector?

Yes, there are notable gaps in the current priority actions outlined in the Just Transition Plan (JTP) for Transport, particularly in how they address spatial equity, planning integration, and implementation support.

Avoiding Transport Deserts through Integrated Land Use Planning

The risk of creating new transport ‘deserts’—areas with limited or no access to public or active transport—remains under-addressed. While the JTP acknowledges this risk, it is not sufficiently supported by current land use frameworks such as NPF4 or emerging Local Development Plans. Stronger policy alignment is needed to ensure that new developments are planned with inclusive, low-carbon transport access from the outset.

Recommendation: Embed transport equity assessments into Local Development Plans and require early-stage collaboration between transport and planning authorities.

Adopting Triple Access Planning (TAP)

The JTP should explicitly align with the Triple Access Planning (TAP) framework, which integrates:

- Physical mobility (transport infrastructure and services),
- Spatial proximity (land use and urban form), and
- Digital connectivity (broadband and remote access to services).

TAP provides a holistic approach to accessibility and resilience, ensuring that all community members—especially those in rural, low-income, or digitally excluded areas—can access essential services and opportunities. This approach is critical for reducing transport-related inequalities and supporting a fair transition.

Recommendation: Incorporate TAP principles into transport appraisal guidance and local transport strategies.

Reference: Triple Access Planning Handbook (2024)

<https://www.tapforuncertainty.eu/portals/0/Triple%20Access%20Planning%20HANDBOOK%20-%20Final%20-%202018-03-2024.pdf>

Need for a Funded Delivery Mechanism

A Just Transition cannot be achieved through vision alone. There must be a clear, funded delivery route map that:

- Outlines responsibilities across government, local authorities, and stakeholders,
- Provides accessible funding streams for community-led and local authority initiatives,
- Includes milestones and accountability mechanisms.

Without dedicated funding and implementation support, trust in the transition process will erode, particularly among communities already facing transport disadvantage.

Recommendation: Establish a Just Transition Transport Fund with ring-fenced support for rural areas, low-income communities, and inclusive mobility projects.

Question 5 (Everyone): Which of the following priorities we have set out in the draft Plan do you think would be most helpful for people like you to reduce how often, or how far, they drive in a private car? You do not need to own or drive a car to answer the question, because reliance on private cars impacts everyone.

- ☐ Better use of space for active travel and public transport
- ☐ More access to online services so people don't need to travel unnecessarily
- ☐ Availability of demand responsive transport for some areas for example dial-a-bus services.
- ☐ Access to 'car clubs' which allow people to hire a car or van for shorter trips.
- ☐ Increasing costs to make driving a less attractive option in some circumstances, especially where there will be other benefits such as reducing pollution and congestion.

All of the priorities listed in the draft Plan are valuable and should be pursued in tandem. It is unhelpful to single out one measure over another, as they are interdependent and collectively contribute to reducing reliance on private cars. Moreover, the list provided is not exhaustive.

A Data-Driven Approach is Essential

To understand which measures are most effective, we need robust, granular data. For example:

- How many people are using car clubs in Edinburgh?
- How many trips are generated through these services?
- What measurable reduction in private car ownership or use has resulted?

Additional data, such as trends in parking permit applications or renewals, could also provide insight into changing travel behaviours. Greater data sharing between local authorities and national agencies would support a more evidence-based approach to policy and investment decisions. This aligns with the need for improved monitoring and evaluation frameworks, as referenced in earlier responses.

Context Matters: One Size Does Not Fit All

It is also important to recognise that the effectiveness of different measures will vary depending on geography and community context. What works in dense urban areas may not be suitable for rural or peri-urban communities. For example:

- Car clubs may be more viable in cities with high population density and good public transport.
- Demand-responsive transport may be more appropriate in rural areas with limited fixed-route services.
- Digital access to services may reduce travel needs in both contexts, but this requires reliable broadband infrastructure.

The Role of Behaviour Change

Reducing car use is not solely a matter of infrastructure or service provision—it also requires a shift in public attitudes and habits. Behaviour change interventions, such as personalised travel planning, workplace travel schemes, and community-based campaigns, can help people understand and embrace alternatives to private car use. These efforts should be inclusive, culturally sensitive, and tailored to local contexts to be effective.

Recommendation: The Plan should include a dedicated strand on behaviour change, supported by funding for local authorities and community organisations to deliver targeted engagement and education programmes.

Recommendation

Rather than prioritising a single intervention, the Plan should support a place-based, data-informed approach that enables local authorities and communities to tailor solutions to their specific needs. This should be backed by funding, capacity-building, and mechanisms for sharing best practice across regions.

Question 6 (Everyone): Does the draft Plan take all groups in society into account in setting out a vision for a future transport system for people and communities?

- √ The Plan considers the impacts of decarbonising transport on all groups in our society.
- ☐ N/A The Plan considers the impacts of decarbonising transport on people like me.

Question 7 (Everyone): Is there anything else you would like to see in the draft Plan for people who are more likely to face challenges accessing affordable, convenient and safe travel options?

There needs to be a much greater focus on the barriers faced by people accessing health. The whole issue of transport to health is a huge area that needs leadership and co-ordination at the TS level to progress.

In general, a requirement for public bodies to ensure greater co-ordination and co-operation to maximise sustainable transport options being available for all sectors of the population.

The focus (or over reliance) on passenger car EVs as *the solution* (key driver of change) whilst initially appropriate, could become a weakness, the full spectrum of mobility should be considered, car, bus, LGV/HGV, train/tram, plane and ship. Industry, academics and government must better understand the characteristics of the electricity demand and convey to the energy sector. The transition to a fully electrified freight network presents significant challenges related to the energy sector. There is uncertainty about electricity demand – where, how much, and when? Both static and dynamic charging solutions offer viable pathways forward, but their implementation must be carefully tailored to operational needs and grid capabilities. The decentralisation of energy sources and storage could reduce dependency on the main grid.

Integrate climate science into electrification infrastructure planning. The industry must better understand how climate change and the increase of severe weather will impact an electrified network (see recent Iberian power cuts!). The increasing frequency and severity of extreme weather events necessitate proactive adaptation strategies to ensure long-term transport resilience. Enhanced infrastructure planning and investment are crucial to address these climate-related challenges. To do this, a better understanding of the future climate scenarios to plan for is needed. Freight as an industry is particularly vulnerable to the disruptions brought to the transport network. The uncertainty leads to increased costs, insurance premiums and reluctance for capital investment in infrastructure.

Question 8 (Everyone): Which of the following principles do you think should be the most important to guide the development of a fair system of payment, to deliver a just transition to net zero in Scotland?

- ☐ Those who emit the most pay the most, with protections for low-income groups.
- ☐ Those who earn the most pay the most, without disadvantaging middle-income groups.

- ☒ Costs shared through taxation and incentives, such as reduced costs, will support low-carbon choices.
- ☐ None of the above.

Question 8 Context note: This question is based on independent evidence suggesting that there is a link between households with higher incomes and higher harmful emissions from personal transport. Meanwhile those on lower incomes are more likely to be reliant on public transport and more impacted by negative effects of emissions such as air pollution. We commissioned researchers to work with members of the public to consider how the costs of transforming our transport system and changing travel behaviours should be shared. Over a series of discussions, the group came up with different ideas, or principles, for how costs could be shared based on earnings, emissions, or incentives

This is a logical extension of the 'polluter pays' principle, which is already embedded in legislation such as the Environmental Protection Acts. However there needs to be a recognition that, unless alternatives exist, especially in rural areas, car use will continue to be the only option for some people making some journeys.

Workers Consultation Questions

Aim: To understand priorities, gather feedback and identify any gaps in the vision and content; to collect evidence to inform just transition planning for the sector; and to seek views on scope of challenges around skills provision.

Audience: Individuals answering on their own behalf thinking about their work and lived experience. Organisations representing workers in transport and other sectors, and employers, including the public sector.

Question 9 (Everyone): This question relates to all the content in the section on Workers. Are there any gaps in our priority action to supporting workers in the transition of the transport sector? It would be helpful if you could say whether your answer relates to all workers or transport workers.

Increasingly the transport sector will be supported by new technologies including Artificial Intelligence and Virtual Reality, as well as the digitisation of travel information. Jobs in this sector should be considered a part of the transport workforce and upskilling of those involved in software development, as well as developing the digital skills of operators, needs to be incorporated into the priority action.

Similarly, areas such as digital twinning and GIS will inform future policy development in transport. A [recent study](#) published for DfT highlights the potential of quantum technologies in the transport sector.

Question 10 (Everyone): We have set out some actions in the draft Plan which we hope will address Transport workforce challenges. How important are the following

actions to make transport jobs more attractive to people who are not as likely to work in the sector, such as women and younger people?

- ☐ Programmes which encourage women and girls to enter science, technology, engineering and maths (STEM) courses at school and college or university
- ☐ Actions to promote diversity and inclusion within the industry, including workplace culture changes.
- ☐ Actions that address existing pay gaps for certain groups.
- ☐ Actions to increase access to childcare.
- ☐ Other - please specify

All of the above. However, there should also be a recognition that existing pay and conditions for the workforce needs to be improved to attract workers from across the spectrum.

Question 11: (Everyone): Actions to improve diversity in the transport sector would be most effective if they were mostly led by (choose one):

- √ Public sector However, actions need to be carried out in partnership with private sector if they are to be truly effective.
- ☐ Third sector
- ☐ Individuals
- ☐ None of the above
- ☐ Don't know

Question 12 (For business/ organisations and Transport workers): Does the summary of priorities for workers in the draft Just Transition Plan address future workforce and skills challenges you expect to have, as the transport sector

See answer to Q9

decarbonises?

Businesses and Organisations Consultation Questions:

Aim: To seek views on the priorities we have set out to address the challenges and opportunities of decarbonising transport. To gauge how effectively we are engaging all businesses, including non-transport businesses, social enterprises and public/nonprofit sector, in just transition planning.

Audience: We think these questions are most relevant to all private and public organisations, including local authorities and businesses which manufacture,

provide or use any form of transport. We also invite responses from social enterprises, charities and non-profit organisations.

Question 13 (Everyone): This question relates to all the content in the section on Businesses and Organisations. Are there any gaps in our approach to setting out opportunities and priorities for businesses and other organisations in the transition of the transport sector?

See answer to Q9.

Question 14 (all organisations)

What does just transition planning mean for your organisation or industry?

- ☐ A just transition for the transport sector is important
- ☐ Just Transition planning is important for my organisation
- ✓ ☒ Just Transition planning is happening in my organisation
- ☐ My organisation needs more support for just transition planning

Please give reasons for your answer.

The principles of the JTP align with SEStran's RTS. See for examples the response to Q3.

Question 15 (all organisation)

Which of the following priorities would you consider to be most important to enable you to transition your vehicles to zero emissions alternatives?

- ☐ Access to low-cost finance
- ☐ Cost of replacement vehicles needs to come down
- ☐ Technology for replacing vehicles needs to be proven
- ☐ Mechanism to work with other businesses on fleet transition
- ☐ Reliable infrastructure for vehicles (such as fuel or charging networks)
- ☐ Certainty about availability of parts and maintenance services
- ☐ Other (please tell us more)

N/A – but perhaps provide context from RTS policies?

Monitoring and Reporting Consultation Questions:

Aim: We invite views on the draft indicators and would like to identify any additional relevant data sources. Please see the Monitoring and Evaluation Annex in the draft Just Transition Plan for Transport for more details on the indicators, data sources and quality assessments.

Audience: Everyone

Question 16A: What are your views on the draft indicators we have set out for measuring our progress toward delivering the just transition outcomes for the transport sector?

In general, these seem sensible, However, innovative ways of using other datasets to measure outcomes should be further explored.

In addition, where appropriate regional datasets should be used to provide greater granularity on outcomes, e.g. Edinburgh City Deal's Workforce mobility data, and rurality data collected by Convention of the South of Scotland (COSS). SEStran also supports the idea of Regional Intelligence Hubs (COSS submission).

16B: Make a comment about a specific indicator or indicators, or issue with specific indicators:

As regards Indicator 5.2, it is suggested that the amount of usage of car and bike share schemes is included not just membership. **[It may be COMO UK stats cover this]**

Indicators for Outcome 8 should be stronger, suggest it not be better to measure

- a) number of community bodies actively engaging in transport matters (LAs are meant to maintain contacts with all community bodies in their area via community planning partnerships, so should know what these are) and their current activity levels and
- b) How local authorities have engaged/are engaging with communities on transport matters (public involvement in committee system, number of public consultations on transport matters and level of engagement).

Outcome 14 – not just emissions but also particulate matter and not just death, but adverse health impacts and increase in conditions like asthma

Indicator 15.3 – is important, but not just requiring maintenance, time to repair and incidents that are a result of poor roads (accidents/damage) should be recoded – economic costs

Question 17: If you are aware of any other data being collected that could be used to monitor progress towards any of the outcomes set out in this Plan, please share details below.

Suggested reports to explore:

<https://www.transport.gov.scot/media/47634/the-value-of-the-local-roads-network-in-scotland-research-report-summary.pdf>

<https://www.transport.gov.scot/publication/disability-and-transport-2021/outcome-indicators-for-accessible-travel-framework/>

<https://transform.scot/2024/03/08/putting-people-first-why-gender-matters-in-sustainable-transport/>

<https://www.transport.gov.scot/our-approach/industry-guidance/land-use-and-transport-integrations-in-scotland-latis/>

For travel patterns: INRIX, Tom Tom data, Banking and mobile phone data
Real Time Passenger information to map bus & train services.