APPENDIX H – SEA THEMES – LIKELY EVOLUTION WITH AND WITHOUT THE MOBILITY STRATEGY

SEA THEME	ISSUES/ PROBLEMS/ TRENDS	LIKELY EVOLUTION WITHOUT THE MOBILITY STRATEGY	POTENTIAL ROLE OF THE MOBILITY STRATEGY
Biodiversity, Flora, and Fauna	Transport infrastructure construction requires large quantities of land to be developed, which can contribute to disturbance and fragmentation of habitats and result in pressure on, and even the loss of, vulnerable habitats and species. The presence of people and vehicles can create noise and artificial light, disturbing wildlife. Transport is a major contributor to air pollution, which can disturb or even lead to the loss of biodiversity of both land- and water-based ecosystems.	If the Mobility Strategy is not implemented and demand for motorised travel increases disproportionately, there may be a requirement for the construction of new large-scale transport infrastructure to support this demand. Construction of such infrastructure could put pressure on biodiversity, including the loss and fragmentation of habitats. Continued increases in traffic, and the pollution, noise and artificial light resulting from this, could continue to disturb sensitive species, potentially resulting in irreversible damage and loss.	The Mobility Strategy must limit the negative effects of transport on biodiversity, by: ▪ Reducing the quantity of land required for new transport infrastructure. ▪ Reducing car km travelled and therefore the impact of traffic on biodiversity in terms of air and water pollution, noise, and light; and
Population and Human Health	Rising population levels are placing increased pressure on the Perth and Kinross transport network. An ageing population raises implications for mobility and accessibility.	If the Mobility Strategy is not implemented and a significant switch to healthy and active modes of transport, such as walking and cycling, is not achieved, there is less scope to manage various health conditions.	The Mobility Strategy must reduce: ▪ Transport-related pollution and emissions. ▪ Transport's contribution to noise. ▪ The need for private car travel.

	Pollution, poor air quality, and noise resulting from transport can have adverse public health impacts. High levels of car dependence that do not promote active travel also reduce opportunities for physical activity and encourage more sedentary lifestyles that impact on public health. Construction of transport infrastructure can also reduce public amenity and adversely impact cultural heritage and landscapes. Rising transport costs increase the risk of transport poverty.	Land used for new transport infrastructure to support demand for road traffic could see the loss of areas of open space, and the loss of public amenity, reducing opportunities for physical activity. If the Mobility Strategy is not implemented, as the population grows demand for transport could exceed supply, leading to increased traffic congestion and overcrowded public transport. If improvements are not made to walking, cycling and public transport infrastructure, it is likely that most of this demand will be for road transport, leading to increased congestion and carbon emissions. If the Mobility Strategy is not implemented, transport costs may rise even further, further exacerbating transport poverty.	The Mobility Strategy must make active travel more affordable, viable, and accessible as an alternative to the private car. The Mobility Strategy should ensure that the transport network has the capacity to safely support additional pressure from an increase in population. Initiatives should focus on public transport and active travel to ensure that increases in population are not matched with a proportionate increase in car travel, thus exacerbating congestion, pollution and noise. The Mobility Strategy must take account of the needs of an aging population, ensuring that this demographic is still able to access the services and facilities they need. The Mobility Strategy must seek to make travel more affordable for all population groups.
Soils	Construction of transport infrastructure has the potential	If the Mobility Strategy is not implemented and demand for	The Mobility Strategy can reduce the negative impacts of transport on soil

	to adversely impact soil quality, thereby reducing agricultural productivity and increasing flood risk. Pressure for the development of new transport facilities could also lead to the loss of any prime agricultural land remaining in the region.	motorised transport increases, it may be necessary to construct new large- scale transport infrastructure, such as roads and bridges, to support increasing demand. Construction and use of such facilities could lead to land contamination and soil erosion. Increasing air pollution from traffic will also continue to negatively impact on soil.	by reducing the need for development of large-scale transport facilities which could contribute towards a decline in soil quality and the loss of prime agricultural land, by reducing the volume of air pollutants and requiring SEAs to accompany all new transport schemes. It can do this by seeking to reduce the need to travel and reduce car dependency through the facilitation and promotion of active and sustainable modes of transport.
Water	Run-off from roads and new transport infrastructure can negatively affect water or hydrological schemes.	If the Mobility Strategy is not implemented and demand for motorised transport increases unsustainably, it may warrant the construction of additional large-scale transport facilities, such as new roads and bridges, to support with demand, potentially leading to the pollution of nearby watercourses.	The Mobility Strategy must contribute towards improving water quality by: ▪ Ensuring that measures are in place to reduce and prevent run-off from transport schemes, and by reducing the requirement for new large-scale transport facilities. ▪ Investigating methods of reducing surface water run-off
Air	AQMAs have been declared in the PKC region, to which high volumes of road traffic can be attributed. This results in	If the Mobility Strategy is not implemented, it is likely that demand for, and use of, motorised forms of transport will increase as	The Mobility Strategy must identify measures to reduce transport's contribution to poor air quality, including:

	potential biodiversity and public health risks. Environmental pollution can also cause irreversible damage to buildings, especially old buildings which may be of cultural and/or historical interest.	the wider PKC region grows and develops, while opportunities to encourage modal shift to walking, cycling and public transport will be lost. Increasing car traffic can lead to a further deterioration of air quality and the potential implementation of more AQMAs. Deteriorating air quality could also continue to negatively impact on human health, and on biodiversity, and the loss of some species and their habitats; and damage to buildings and infrastructure.	[ASI MODEL] ▪ Reducing the need to travel. ▪ Reducing car dependency, through influencing land use planning policies and making it easier, safer, and more pleasant to walk, cycle and use public transport for everyday journeys; and ▪ Encouraging responsible vehicle use through promoting and enabling the use of cleaner fuels and technologies.
Climatic Factors	The Perth and Kinross region is subject to extreme weather events, flooding, and other circumstances that require mitigation and adaptation measures to ensure that communities can continue to live and work in periods of uncertainty.	Without the Mobility Strategy it is likely that no formal transport-related schemes will be implemented to pursue mitigation and adaptation measures.	The Mobility Strategy must include measures to: ▪ Implement mitigation measures. ▪ Implement adaptation measures.
Material Assets	The Perth and Kinross region's transport network is subject to a	Without the Mobility Strategy it is likely that a range of sustainable	The Mobility Strategy must include measures to:

	variety of problems and limitations as identified in the Let's Talk Transport report. Some of these problems include car-dependency, traffic congestion, high levels of strain on transport infrastructure and inadequate public transport and active travel infrastructure.	transport facilities (including walking and cycling routes, cycle parking, public transport hubs) will not be delivered. Without the Mobility Strategy, it is also likely that traffic patterns will not be managed sustainably to maintain the safe condition of the transport network.	▪ Maintain existing transport infrastructure. ▪ Improve and increase pedestrian and cycle infrastructure. ▪ Improving and increasing public transport infrastructure.
Cultural Heritage	New transport infrastructure has the potential to adversely impact known and undiscovered historical/heritage sites or features. Further increased traffic congestion and parking in and around conservation areas can undermine the distinctive character of such areas. Street clutter, including inappropriate signing and materials, can cause negative visual impacts on culturally significant areas. Air pollution and vibrations resulting from transport activities can also cause	If the Mobility Strategy is not implemented and demand for road transport and parking continues to increase, this may put development pressure on areas of historic and/or archaeological interest and, undermine the setting and character of conservation areas. Poor air quality and vibrations resulting from increased motor traffic will continue to affect historical buildings/monuments, potentially leading to irreparable damage.	The Mobility Strategy must protect the historic environment and cultural heritage from the adverse impacts of transport development by reducing the need for construction of large-scale infrastructure and the sensitive siting of appropriate infrastructure. The Mobility Strategy must also seek to reduce the impact of transport and traffic on protected areas through measures to reduce road traffic congestion and street clutter.

	deterioration of buildings and monuments.		
Landscape	Inappropriate and excessive transport infrastructure that is not sensitively sited and designed can result in irresponsible car dependence for everyday journeys and a reduction in visual amenity.	If the Mobility Strategy is not implemented, it is likely that demand for motorised travel will increase disproportionately in relation to the use of public transport and active travel. This may result in high levels of traffic congestion and road safety risks, requiring the construction of new transport infrastructure, such as roads and bridges. This could adversely impact the character of the area's landscape.	The Mobility Strategy should protect the landscapes from any adverse impacts resulting from the development of transport infrastructure. Proposed mitigation measures are written up in the SEA. These include landscape assessments, encouraging a shift to sustainable travel modes that require less transport infrastructure, and sensitive siting of transport infrastructure.