

# Final Draft Local Transport Strategy 2008 to 2012

## SEA Post Adoption Statement

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## Abbreviations

ACC	Aberdeen City Council
AQMA	Air Quality Management Area
AWPR	Aberdeen Western Peripheral Route
CO <sub>2</sub>	Carbon Dioxide
DMRB	Design Manual for Roads and Bridges
EIA	Environmental Impact Assessment
ITS	Intelligent Transport System
LBAP	Local Biodiversity Action Plan
LTS	Local Transport Strategy
MTS	Modern Transport System
NO <sub>2</sub>	Nitrogen Dioxide
NESTRANS	North East Scotland Transport Partnership
NPPG	National Planning Policy Guidance
PHV	Private Hire Vehicles
RTS	Regional Transport Strategy
SAC	Special Area of Conservation
SEA	Strategic Environmental Assessment
SEERAD	Scottish Executive Environment and Rural Affairs Department
SEPA	Scottish Environment Protection Agency
SNH	Scottish Natural Heritage
SPA	Special Protection Area
SPP	Scottish Planning Policy
SSSI	Site of Special Scientific Interest
STAG	Scottish Transport Appraisal Guidance
SUDS	Sustainable Urban Drainage Systems

# 1 Introduction

## 1.1 Introduction

The Aberdeen City Local Transport Strategy (LTS) has been subject to a Strategic Environmental Assessment (SEA). SEA is a requirement of the Environmental Assessment (Scotland) Act 2005 and key activities undertaken through the SEA process are summarised in Section 1.2.

The purpose of this document is to highlight how the SEA process and consultation have influenced the LTS. This document also discusses why the LTS has been adopted in its existing form, in light of other reasonable alternatives. Finally proposals to monitor the environmental effects of the LTS are set out.

## 1.2 The Aberdeen City LTS and SEA

### 1.2.1 *Local Transport Strategy*

Aberdeen City Council's previous LTS was published in 2000. It set out the Council's aims, actions and targets for tackling transport issues. In line with guidance from the Scottish Government<sup>1</sup>, in early 2007 the Council undertook a review of the LTS and published a Final Draft LTS in November 2007. Following a period of public consultation throughout December and January, the Final LTS was approved for adoption by the Council's Policy and Strategy Committee in March 2008.

Some key facts relating to the Final Draft Aberdeen City LTS are set out below in Table 1.1:

**Table 1.1 Aberdeen City LTS: Key Facts**

<b>Name of Responsible Authority</b>	Aberdeen City Council
<b>Title of Strategy</b>	Aberdeen City Local Transport Strategy
<b>What Prompted the Strategy</b>	The existing LTS was developed in 2000 and required to be updated. The development of the LTS follows the publication of Scotland's Transport Future white paper (June 2004) and Guidance on Local Transport Strategies (February 2005). A Statutory Regional Transport Strategy for the North East of Scotland was produced by Nestrans in March 2007 while the Aberdeenshire Council LTS has also recently been updated.

<sup>1</sup> Scotland's Transport Future: Guidance on Local Transport Strategies

<b>Strategy Subject</b>	Transport
<b>Period Covered</b>	2008-2012
<b>Frequency of Updates</b>	<p>As required. While Scottish Government guidance suggests that Local Transport Strategies should normally cover a three-year period, given the significant interventions planned for implementation just beyond that timeframe, it has been considered prudent to extend the period of this LTS to five years. It is anticipated that the Aberdeen Western Peripheral Route (AWPR) will be completed during 2012 and this strategy must address the critical issue relating to the 'locking in' of the AWPR benefits.</p> <p>It is anticipated that the LTS will therefore not be updated again until post 2012.</p>
<b>Strategy Area</b>	Aberdeen City Council area
<b>Strategy Purpose</b>	To set out how national and regional transport objectives will be delivered in Aberdeen City and to provide a policy context for funding applications.
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### 1.2.2

#### *Strategic Environmental Assessment*

The SEA Act<sup>2</sup> requires the following activities to be carried out as part of the SEA:

- Taking into account the views of the designated SEA Consultation Authorities (Scottish Environment Protection Agency (SEPA), Scottish Natural Heritage (SNH) and the Scottish Ministers (Historic Scotland)) regarding the scope and level of detail that was appropriate for the Environmental Report;
- Preparing an Environmental Report (ER) on the likely significant effects on the environment of the draft LTS which included consideration of:
  - the baseline data relating to the current state of the environment;
  - links between the LTS and other relevant strategies, policies, plans, programmes and environmental protection objectives;

<sup>2</sup> Environmental Assessment (Scotland) Act 2005

- existing environmental problems affecting the LTS;
  - the strategy's likely significant effects on the environment (positive and negative);
  - measures envisaged for the prevention, reduction and offsetting of any significant adverse effects;
  - an outline of the reasons for selecting the alternatives chosen; and
  - monitoring measures to ensure that any unforeseen environmental effects will be identified allowing for appropriate remedial action to be taken.
- Consulting on the draft LTS and ER;
  - Taking into account the ER and the results of consultation in making final decisions regarding the LTS; and
  - Setting out a programme to monitor the significant environmental effects of the implementation of the LTS.

### 1.2.3

#### *This Post-Adoption SEA Statement*

This Post-Adoption SEA Statement has been produced in line with the SEA Act, which requires a statement to be produced that includes the following information:

- How environmental considerations have been integrated into the plan or programme;
- How the environmental report has been taken into account;
- How the opinions expressed during consultation have been taken into account;
- The reasons for choosing the strategy as adopted, in light of the other reasonable alternatives considered; and
- The measures that are to be taken to monitor the significant environmental effects of the implementation of the strategy.

# 2 Integrating Environmental Considerations

## 2.1 Introduction

The SEA Act requires an explanation of how ‘environmental considerations have been integrated into the plan or programme’ and ‘how the environmental report has been taken into account’.

‘Environmental considerations’ were highlighted by assessing the environmental effects of the Final Implementation Plan. These environmental considerations were then ‘integrated’ into the LTS through the adoption of mitigation measures. This chapter highlights the environmental considerations and the corresponding mitigation measures.

## 2.2 Integrating Environmental Considerations

For the purposes of the LTS, mitigation has been implemented at two levels. Firstly, at the policy-level, actions have been included within the Implementation Plan and throughout the LTS itself. Secondly, at the project-level, measures that will be applied in the future to avoid, reduce or offset impacts have been described as a separate appendix focussing on project-level mitigation.

A commitment to the project-level measures has been made by Aberdeen City Council with the addition of Policy SUS ENV1 to the LTS Implementation Plan provides direct reference to the specific mitigation appendix. Policy states: ‘During the implementation of future transport schemes, ACC will seek to apply the mitigation measures identified through the SEA process, and set out in Appendix F of the LTS, in order to prevent, reduce or offset any potential adverse effects on the environment.’

The following sub-sections describe environmental considerations and then set out the mitigation measures which seek to avoid, reduce and offset impacts.

### 2.2.1 *Biodiversity, Flora and Fauna*

#### Environmental Considerations

- Loss/fragmentation of habitats and disturbance to species due to the construction of new transport schemes. This is of particular concern where protected sites or species are affected.
- Pollution of the water environment through construction and ongoing run-off has negative effects on aquatic habitats
- Habitat loss and fragmentation due to historic culverting of water courses for transport projects

### Mitigation from the Environmental Report

The following actions have been included in the LTS Implementation Plan to reduce the adverse effects of transport development and maintenance on biodiversity and, where possible, to create enhancements.

- SUS BIO1 - ACC is committed to furthering biodiversity through this LTS. Maintenance methods will be managed in order that they do not destroy or disturb habitats.
- SUS BIO2 - ACC encourages the adoption of measures to manage all adopted road verges in a way that maintains, establishes or manages verges for habitat and species enhancement.
- SUS BIO3 - In taking forward transport infrastructure works as part of this LTS, ACC will ensure that efforts are taken to make sure that existing wildlife linkages / corridors are maintained, or new ones created.
- SUS BIO4 - Mitigation measures will be considered for all transport improvement works undertaken through this LTS that could have an adverse impact on biodiversity.
- SUS BIO5 - ACC will continue to implement Sustainable Urban Drainage Systems (SUDS), as appropriate, as part of road improvement schemes and, where necessary, SUDS will be incorporated into existing road layouts to mitigate against the contamination or pollution of land, water

Project-level mitigation commitments are as follows:

- a) Adverse impacts on the Natura 2000 sites (or proposed Natura 2000 sites) will in the first instance be prevented by locating transport activities likely to cause disturbance away from such sites;
- b) Where activities could directly, indirectly or in combination with other proposals affect the interests of a Natura 2000 site, the Council will carry out an Appropriate Assessment to identify appropriate mitigation and to determine if proposals would have an adverse effect on the integrity of the site. Proposals will not be taken forward if they would have adverse effects on the integrity of a Natura 2000 site;
- c) Potential impacts on protected species will be avoided in the first instance by locating transport activities likely to cause disturbance away from sites associated with protected species. In other cases impacts will be avoided by complying with protected species legislation and by licensing proposed disturbance through the relevant licensing authority (SEERAD or SNH);
- d) Sensitive sites (protected sites, second tier sites, semi-natural habitats) will be avoided, where it is possible to identify alternative locations, assuming this does not lead to significant adverse economic or social cost; and
- e) Construction methods will be designed to prevent or reduce impacts on biodiversity. Where appropriate, construction activities will be timed such that they reduce disturbance on species during sensitive periods e.g. breeding season.

### Environmental Considerations

- The construction of new transport infrastructure can have negative effects on landscape/townscape character and visual amenity.
- Poorly designed small scale infrastructure such as signage and street furniture can have a cumulative adverse effect on landscape character
- Light pollution can negatively affect landscape character and visual amenity.

### Mitigation from the Environmental Report

The following action has been included in the LTS Implementation Plan and is intended to contribute to energy savings and therefore to overall CO<sub>2</sub> emissions.

- MAI L2 - In compliance with the Carbon Management Action Plan, ACC will continue to replace obsolete lantern and lighting systems with modern energy efficient equipment.

Project-level mitigation commitments are as follows:

- a) Where EIA is required, landscape and visual assessments will be carried out for all schemes to determine the likely effects on landscape or townscape character and visual amenity.

## 2.2.3

### *Cultural Heritage*

#### Environmental Considerations

- New infrastructure can have direct adverse effects on historic features, or can adversely affect the setting of such features.
- Inappropriately designed small-scale infrastructure (e.g. signage, street furniture, cycle paths) can adversely affect sensitive historic areas such as Conservation Areas.

#### Mitigation from the Environmental Report

Project-level mitigation commitments are as follows:

- a) In taking forward transport projects Aberdeen City Council will aim to avoid adverse effects on the historic environment wherever possible through appropriate scheme location and design; and
- b) Where there is the potential for effects on nationally important features of the historic environment, Aberdeen City Council will engage in early consultation with the Historic Scotland Inspectorate North East Team.

## 2.2.4

### *Air Quality and Climatic Factors*

#### Environmental Considerations

- An Air Quality Management Area (AQMA) was declared in parts of the City Centre in June 2002 as a result of predicted exceedances of the annual

mean air quality objective of 40ugm<sup>-3</sup>. Further AQMAs are being considered for other parts of the City.

- Transport-related CO<sub>2</sub> emissions are a major contributor to global climate change.

#### Mitigation from the Environmental Report

The following actions have been included in the LTS Implementation Plan to improve air quality throughout the City.

- SUS AQ1 - ACC is committed to improving air quality throughout the City and will continue to monitor the City's Air Quality Management Areas (AQMAs) and implement measures designed to reduce air pollution.
- SUS AQ2 - ACC will consider the implementation of further AQMAs throughout the City.
- SUS AQ3 - ACC will utilise traffic management techniques and VMS technology to help reduce air quality problems at particular hotspots.
- SUS AQ4 - Through the Council's Information Action Plan, measures to promote eco-driving will be supported.
- SUS AQ5 - ACC will continue, through Nestrans, to support developments in vehicle technology and work with operators to encourage the adoption of cleaner fuels.
- SUS AQ6 - ACC encourages the uptake of cleaner, low carbon vehicles and will work with Nestrans to consider the potential of using parking policies to encourage the use of cleaner vehicles.
- SUS AQ7 - ACC will work with Nestrans and bus operators to reduce emissions from buses.

### 2.2.5

#### *Water*

#### Environmental Considerations

- Run-off of pollutants from roads and car parks, including oil, fuel, metals and rock salt. This is of greatest significance in more rural parts of the City where drains and ditches are more likely to empty directly into watercourses rather than entering sewage treatment systems.
- Short-term pollution of water courses due to construction and widening of roads.
- New road construction and widening schemes are likely to require Sustainable Urban Drainage Systems (SUDS). Road widening activities cause short-term negative effects on water quality however, for widening schemes SUDS provides long-term benefits by reducing existing pollution associated with run-off.
- Culverting of water courses exacerbates flooding problems.
- Flooding events are predicted to increase in frequency and severity due to the effects of climate change.

#### Mitigation from the Environmental Report

The following actions have been included in the LTS Implementation Plan to reduce the impact of flooding on Aberdeen's transport networks.

- MAI CP2 - ACC will continue to oversee the maintenance of coastal defences and guarding against flooding to ensure the safe and efficient maintenance of Aberdeen's transport networks.

Project-level mitigation commitments are as follows:

- a) All new transport-related developments implement Sustainable Urban Drainage Systems (SUDS) and
- b) All engineering, building or other works in inland surface waters will require authorisation under the Water Environment (Controlled Activities) (Scotland) Regulations 2005 and may require licensing by SEPA (other than those covered by the General Binding Rules).

## 2.2.6

### *Population and Human Health*

#### Environmental Considerations

- Human health can be adversely affected due to exceedances of key air pollution indicators.
- Increased travel by private vehicles and, associated with this, a lack of physical activity can have negative health impacts (e.g. obesity).
- Noise associated with road, rail and air transport can have adverse effects on human health.

#### Mitigation from the Environmental Report

The following actions have been included in the LTS Implementation Plan to reduce transport-related noise pollution.

- SUS NP1 - ACC will aim to reduce noise pollution through promoting the use of more sustainable, quiet transport modes.
- SUS NP2 - In accordance with the Design Manual for Roads and Bridge (DMRB), ACC will implement mitigation measures such as noise barriers, vegetation and fencing where required and practical to reduce the noise impacts of new transport schemes

Project-level mitigation commitments are as follows:

- a) Construction activities will be timed in order to reduce noise impacts.

## 2.2.7

### *Material Assets*

#### Environmental Considerations

- Increasing traffic levels are using up ever diminishing carbon fuel resources.
- The construction of new transport infrastructure can involve the use mineral resources.
- Loss of soils and agricultural land due to the construction of new transport infrastructure.

### Mitigation from the Environmental Report

Project-level mitigation commitments are as follows:

- a) In the development of transport infrastructure, the use of good quality agricultural land will be avoided where possible; and
- b) Wherever practicable, Aberdeen City Council will reuse waste materials in the construction of transport schemes.

#### 2.2.8

#### *Environmental Impact Assessment*

A policy on Environmental Impact Assessment (EIA) has also been included in the appendix focussing on project-level mitigation. This reads as follows:

*“Although it does not constitute mitigation at a SEA level, it is recognised that transport projects with the potential for significant adverse environmental impacts will be subject to EIA. The need for EIA will be determined on a project by project basis in liaison with the planning authority, following the requirements of the Environmental Impact Assessment (Scotland) Regulations.”*

# 3 Taking Account of Consultation Opinion

## 3.1 Introduction

The Final Draft Aberdeen City LTS was published for public consultation during December 2007 and January 2008. No comments of relevance to the SEA were received from the members of the general public; the only SEA-related responses were from the Consultation Authorities i.e. Historic Scotland, SEPA and SNH.

Table 3.1 below sets out the relevant consultation responses and, where appropriate, states how these comments have been addressed. A number of comments make suggestions regarding actions which have already been carried out. In such cases, or where action is not required, the response has been 'noted' for future SEAs.

**Table 3.1 Addressing Consultation Responses**

Summary of Consultation Responses	How Response has been Addressed
<b>Historic Scotland</b>	
I am content that the comments we provided on the scoping report in March 2006 have been taken into account during the preparation of the Environmental Report.	Noted.
The Environmental report is clearly set out and provides a thorough assessment of objectives and actions included in the LTS. I am content with the assessment of impact on the historic environment.	Noted.
The non technical summary of the environmental report provides a useful overview of the SEA process and the results of the assessment.	Noted.
I am content with the plans, programmes, strategies and policies that have been reviewed in Section 3 and Appendix B of the environmental report. For future SEAs, Historic Scotland are developing a new series of policy documents (Scottish Historic Environment Policy (SHEP)) that both sets out Scottish Ministers' vision and strategic policies for the wider historic environment, and provides greater policy direction for Historic Scotland. SHEP 1 was published in 2007 and is the overarching policy statement for the historic environment.	Noted. This point will be borne in mind in the development of future Strategic Environmental Assessments.
Appendix C of the environmental report summarises the environmental baseline. I am content that information is included on scheduled ancient monuments, listed buildings, listed buildings at risk, gardens and designated landscapes, sites of archaeological importance and conservation areas. The information provided on trends and issues/constraints is useful, however it is not clear why many of the issues are related to new housing rather than to transport projects and activities.	Noted.
As of March 2007, Historic Scotland is solely responsible for compiling and maintaining the Inventory of Gardens and Designated Landscapes and providing statutory responses to	Noted.

planning application consultations where development may affect an Inventory site. Scottish Natural Heritage no longer have a statutory role.	
Table 3.3 of the environmental report largely describes the potential environmental problems that may arise from transport projects and activities, and would be better titled "potential environmental issues" rather than "existing environmental problems".	Noted. This point will be borne in mind in the development of future Strategic Environmental Assessments.
I am content with the SEA objective (number 7) and the matters for consideration (i.e. historic environment features) set out in Table 3.5 of the environmental report. It is clear from reviewing the results of the assessment that effects on the setting of historic environment features have been considered during the environmental assessment (as requested in my scoping response). This should be added to the matters for consideration in Table 3.5.	Noted.
I note that the assessment of alternatives has been undertaken at two levels – strategic options for the LTS and alternative actions and measures. I am content with this approach and have no detailed comments to offer on the information provided in this section and Appendix D of the environmental report.	Noted.
I note that the final draft LTS objectives have been assessed using SEA objectives and that potential incompatibilities are identified in Appendix D of the environmental report. For the historic environment, potential incompatibilities are identified for some of the economic, accessibility and integration objectives. I note that the LTS objectives are considered to fulfil the purpose of the LTS and that they have not been revised as a result of the assessment.	Noted. The vision, aims and objectives have generally remained the same within the Final LTS.
I note that the 165 actions included in the LTS implementation plan have been grouped according to the main headings and sub-headings in the LTS for consideration in the assessment. The report clearly describes the process that was undertaken to establish whether any parts of the implementation plan could be scoped out of the assessment. I note that the actions which are supported by the LTS but are not delivered by the LTS are not included in the assessment. I am content with this approach.	Noted.
Section 4.4.5 of the environmental report summarises the results of the assessment and Appendix G sets out the detailed assessment matrices. The inclusion of a commentary and an overall summary in the matrices is welcomed. I am content with the results of the assessment of impact on the historic environment and note that a number of actions are identified to have the potential to affect the historic environment depending upon the location and detailed design of the transport measure e.g. small scale infrastructure, walking and cycling paths, interchange facilities, etc.	Noted.
I note that the cumulative effects of the LTS have been considered and I agree that the collective impact of many small scale measures such as traffic calming schemes and signage may be an issue for the historic environment.	Noted.
A number of environmental policies are included in the LTS to act to mitigate the potential environmental effects on issues such as air quality, biodiversity and climate change. I am content with the principle of adding environmental policies to the LTS to mitigate potentially significant environmental effects, however there are no relevant policies that act to protect the historic environment. You may wish to consider adding a policy specifically related to the historic environment to the LTS to mitigate potentially adverse effects on the historic environment e.g. "in taking forward transport projects Aberdeen City Council will aim to avoid adverse effects on the historic environment".	Noted. However, it is considered that there is already a mitigation policy that encompasses the element of protection to the historic environment and thus no further change will be made. The existing policy reads: "In taking forward transport projects Aberdeen City Council will

	aim to avoid adverse effects on the historic environment wherever possible through appropriate scheme location and design”.
Project level mitigation measures are also provided in the environmental report and I am content with the measures suggested for the historic environment in section 4.6.2. I note that an appendix will be included in the finalised LTS that sets out a commitment to ensure that the mitigation measures are taken forward as the LTS is delivered.	Noted.
Table 5.1 in the environmental report sets out the proposed monitoring framework. Aberdeen City Council holds information on listed building consent applications. Information on the impacts of transport projects on gardens and designed landscape may be obtained from planning application statistics. Historic Scotland can provide information on scheduled monument consent applications in the Aberdeen City Council area (although I would draw your attention to Section 2 of the Ancient Monuments and Archaeological Areas Act 1979, Paragraph 17 of NPPG5 and Paragraph 7 of the annex to SHEP2).	Noted.
You may also wish to monitor the application of the proposed mitigation measures as the LTS is delivered. For example, information could be provided on the instances where mitigation is not implemented, along with reasons for this.	Noted. An additional indicator on general mitigation measuring has been included in the monitoring framework.
<b>SEPA</b>	
We consider that the environmental assessment undertaken is well presented and easy to follow.	Noted.
Further to the comment on the Scoping Report, it is noted that an environmental assessment has been taken against the SEA objectives. The role of the SEA objectives in the report is therefore now clear.	Noted.
Further to the comment on the Scoping Report, the SEA objectives now appear clear and robust. The issues which we identified should be considered in the Environmental Assessment appear generally to have been covered.	Noted.
The Final Draft LTS objectives have been tested using the SEA objectives to identify potential incompatibilities. The Final Draft LTS has also been assessed by analysing the Implementation Plan and has been assessed using the SEA objectives. We consider that the assessment of effects as appropriate.	Noted.
In relation to the aspects of SEA that we have a specific interest in, we consider that Appendix C of the environmental report provides a good summary description and interpretation of the current state of the environment.	Noted.
We consider that Table 3.3 in the environmental report provides a good summary description of the existing environmental problems. However, it is slightly confusing that potential environmental problems as a result of the implementation of the LTS also appear to be identified in this table and maybe these should be set out in a separate table.	Noted. This point will be borne in mind in the development of future Strategic Environmental Assessments.
In general the SEA objectives seem appropriate. Under point 3. ‘Improve water quality and reduce flooding’, the matters for consideration include ‘catchment hydrology’. It is not clear what is meant by this and an explanation of what is to be considered would have been helpful.	Noted.
The alternatives considered have been clearly set out.	Noted.
We are pleased to note that the Final Draft LTS objectives have	Noted.

been tested using the SEA objectives to identify potential incompatibilities. We accept the reasoning that LTS objectives which conflict with SEA objectives have been retained.	
Table G in the environmental report clearly sets out a summary of the policies and actions for the relevant section of the LTS followed by an assessment matrix highlighting the likely environmental effects. A comments column provides an explanation of the environmental assessment results. We are generally in agreement with the assessments presented.	Noted.
We are pleased to note that the SEA process has led to the development of a series of policy-level mitigation measures which have been included in the Final Draft LTS Implementation Plan.	Noted. The policy level mitigation measures have been retained within the Final LTS.
We also note the additional mitigation measures which are to be included within an appendix in the Final LTS. Under 'Water', we note that the requirement for the preparation of construction method statements which address relevant issues prior to the commencement of construction could reduce the potential for adverse effects from construction activity on water quality. In addition, SUDS as part of road designs, can provide treatment for run-off which can have a significant positive effect on water quality. It can also address issues relating to water quantity and therefore flood risk.	Noted. An overall mitigation policy outlining that the Council will seek to apply the additional mitigation set out in the appendix has been built into the Final LTS. See SUS ENV1.
We note the proposed monitoring framework which includes proposed SEA monitoring indicators for water and air.	Noted. These indicators have been retained within the final monitoring proposals.
<b>SNH</b>	
We welcome the general policy background to achieve an integrated transport strategy through a reduction in the level of car-based travel and the promotion of sustainable transport solutions, including better public transport. This policy of promoting sustainable transport solutions accords well with sustainable development principles and environmental objectives operating at national and local levels.	Noted. The various actions and policies designed to encourage modal shift and a reduction in the level of car based travel have been retained in the Final LTS.
In general, the environmental assessment was well presented, logical, clear and thorough. The methods were clearly articulated and logically implemented. The plan on which this SEA was carried out is of a strategic nature. Therefore much of the detail, which would enable full assessment of the likely significant impacts of implementation of the plan, is unavailable at this stage.	Noted.
We are pleased to note that many of the comments we made at the scoping stage have been incorporated into the Environmental Report. However, there is no mention within the Report of any assessment of the disproportionate impacts of air travel to and from Aberdeen Airport on total carbon emissions.	Noted. Monitoring of air quality levels around the airport is undertaken.
One of the key tasks stated in the LTS is "to lock in the benefits of the AWPR", in terms of utilising the anticipated increased road capacity within the city. We would hope that even if the AWPR project is subject to delay or postponement, proposed improvements to public transport services should still be able to go forward. As the AWPR is not anticipated to be completed until 2012, projects which cannot be implemented until after this date, (i.e. beyond the timeframe of this LTS) or which are completely dependent on the AWPR should be highlighted within the LTS.	As outlined in the LTS, a key task during the period of the LTS (2008 – 2012) is to pilot projects that will help to lock in the benefits of the AWPR when it is constructed. Piloting the projects pre AWPR during the life of the LTS will allow the Council to demonstrate the effectiveness of some of these techniques, gain experience of the

	methodologies, and be able to have designed and be ready to implement a package of “lock-in” projects when the AWPR comes on stream.
3.2.3 of the environmental report – The first bullet point could include a target to reduce the total transport related carbon emissions for Aberdeen City, not just from road transport. We note that there is no mention of enhancing biodiversity, protected species or designated sites and suggest that an additional bullet point is included to promote these issues.	Noted. This point will be borne in mind in the development of future Strategic Environmental Assessments.
Environmental Report - Table 3.3 Existing Environmental Problems The Biodiversity heading should include existing roads and transport corridors not just new roads.	Noted. This point will be borne in mind in the development of future Strategic Environmental Assessments.
Environmental Report Table 3.5 (d) Great Crested Newts are not found naturally occurring in the North East of Scotland and can therefore be excluded from the list of EPS.	Noted.
We note that whilst walking and cycling routes are promoted in principle, the locations of these will be determined through the emerging Core Paths Plan which will be subject to separate SEA and Appropriate Assessment if required. Future infrastructure developments such as new access routes have therefore been scoped out of this assessment.	Noted.
In our scoping response, we recommended that further consideration should be given to the impact on the River Dee SAC. The combination of all biodiversity interests under one SEA Objective masks the importance given to Natura sites, and the specific requirement to consider impacts upon them resulting from plans and programmes, as well as projects.	Noted.
Reference should be made to the National Planning Framework – this document sets the policy context for nationally important strategic transport developments in the North East including the Aberdeen Western Peripheral Route, proposed expansion of Aberdeen Airport, East Coast Strategic Corridor, strategic port gateways and freight interchanges and Aberdeen as an energy base.	Noted.
Bridge construction and maintenance can significantly affect watercourses. Where works are proposed on or affecting rivers designated as SAC, e.g. the River Dee, or its tributaries, an appropriate assessment will be required where there is likely to be a significant effect.	Noted. The undertaking of an appropriate assessment where projects affect natura sites is outlined as a mitigation policy within the LTS.
Where a new or upgraded transport route, halt or interchange could significantly affect any site qualifying under Natura, an appropriate assessment will be required.	See 286.
European Protected Species – the need to maintain favourable conservation status of all species should be referenced. Construction and maintenance, which could result in loss of individuals or disturbance to the breeding and resting place of a European Protected Species, would be unlawful. Derogation under Licence from the Scottish Executive may be available provided that three tests can be met. In addition, otter are often casualties on roads, and crossing points should be built into new or upgraded roads. Scottish Executive guidance should be referenced “ <i>European Protected Species, Development Sites and the Planning System: Interim guidance for local authorities on licensing arrangements</i> ”.	Noted. This will be borne in mind in the development of future Strategic Environmental Assessments.
Bats often use bridges and other built structures as roosts and	Noted. Bat and otter

breeding sites and any maintenance or replacement of these structures will require that they be surveyed for the presence of these species.	surveys are automatically undertaken when redeveloping bridges and other built structures as required by SNH.
Construction of new and upgraded roads and rail tracks should seek to use the principles of Best Practical Environmental Option to ensure that, where possible, environmental enhancement is included in schemes, rather than just mitigation and reduction of adverse effects.	Noted.
Existing routes can impede access to countryside and greenspace, through the speed of road traffic, volume of freight, fragmentation of countryside and lack of footpaths and cycleways. Where possible, these should be identified and addressed.	ACC is constantly seeking to improve footpaths and cycleways throughout the City, and will implement appropriate cycle and pedestrian crossing facilities where necessary. The emerging Core Paths Plan will assist in identifying routes where access is a problem.
Routes where noise pollution is perceived to be a problem could be addressed through addition of appropriate screen planting and with the use of appropriate species, can also deliver biodiversity gains.	Noted. Policy SUS NP1 reflects this and has been retained within the Final LTS.
Existing routes could be upgraded to include effective SUDS schemes to capture runoff where these do not yet exist.	Policy SUS BIO5 reflects this and has been retained within the Final LTS.
All public bodies have a statutory duty to further the conservation of biodiversity.	Noted. The LTS contains a specific section recognising the importance of biodiversity and specific policy level mitigation measures (e.g. SUS BIO1) outlining the Council's commitment to furthering biodiversity.
Some key species in the NELBAP can be affected by transport e.g. lack of "corridors" for red squirrel in some key areas.	Noted.
Under 4.5.1 of the environmental report, Biodiversity, there should be separate mention of Natura sites.	Noted. This point will be borne in mind in the development of future Strategic Environmental Assessments.
4.5.6 – Climatic factors We recommend that the potential impacts of increases in air travel be considered within this section.	Noted. This point will be borne in mind in the development of future Strategic Environmental Assessments.
There are 4 SSSIs either wholly or partially within Aberdeen City Council boundary – Scotstown Moor, Corby, Lily and Bishops Lochs, Nigg Bay and Cove.	Noted.

# 4 Alternatives

## 4.1 Introduction

The SEA Act requires the consideration of reasonable alternatives, also referred to as options. In the development of the Aberdeen City Local Transport Strategy, alternatives were considered at two levels. Firstly strategic alternatives were considered and appraised. In addition alternative interventions or measures (actions and policies) were considered and those taken forward formed the basis of the LTS Implementation Plan.

This section describes the alternatives that were considered.

## 4.2 Strategic Alternatives

### 4.2.1 *The Alternatives*

During the early development of the LTS, three broad strategic options were developed and consulted upon as part of a Consultative Draft LTS. This Draft and the strategic options themselves were relatively open in recognition of the need for a proper debate on the pros and cons of specific interventions that could be implemented through the LTS. The alternatives considered are described below in Table 4.1:

**Table 4.1 Strategic Alternatives**

Option	Description
Do Minimum (Encourage Sustainable Travel)	This option can be regarded as the base option and essentially is “business as usual”. Past experience suggests this will not be successful in meeting the objectives set for achieving the vision. Its main purpose is to act as a baseline for comparing the other options.
Positive Encouragement – (“Locking in” the benefits of AWPR and RTS schemes)	This option represents a concerted effort by the Council to promote use of sustainable transport modes and utilises capacity released by the committed MTS schemes to improve the effectiveness of sustainable travel modes.
Pro-Active Encouragement (Managing demand for transport and increased investment)	This option assumes more significant intervention by the Council by not only promoting the use of sustainable transport modes but also discouraging use of cars particularly for journeys to work in the city centre.

Based on consultation results and other processes, this Final LTS presents a preferred strategy based on a hybrid of the interventions set out in the Consultative Draft LTS. Indeed, it is to be pointed out that it was an underlying assumption of the consultation exercise on the Consultation Draft LTS options that a hybrid of the three broad scenarios would most likely result as the preferred strategy as opposed to the hard and fast adoption of one approach across all interventions. It was upon this hybrid of options that the Strategic Environmental Assessment has been undertaken.

#### 4.2.2

#### *Scottish Transport Appraisal Guidance (STAG)*

Table 4.2 below presents the environmental sub-section of the overall STAG assessment that was used to assess the preferred hybrid strategy that makes up the Final LTS.

**Table 4.2 STAG Results – Environment**

Option	Score	Comments
Preferred Strategy consisting of a hybrid of the best performing interventions that were set out within the Consultative Draft LTS.	+1	LTS will have a positive impact on the environment through the implementation of measures, such as those designed to lock in the benefits of the AWPR and promote travel behaviour change and the adoption of more sustainable modes such as walking, cycling and public transport. Promoting the transfer of freight from road to rail and sea will also have environmental benefits, through reduced carbon emissions from road transport, improved air quality and reduced noise pollution.

#### 4.3

#### **Alternative Measures**

In addition to the above strategic alternatives, more specific alternative interventions were considered. Appendix A summarises the alternative measures and states the reasons why each was either taken forward or rejected.

# 5 Monitoring

## 5.1 Introduction

The SEA Act requires that measures taken to ‘monitor the significant environmental effects of the implementation’ of the LTS are identified. Monitoring the environmental effects of the LTS will:

- Allow remedial action to be taken where unforeseen effects are identified;
- Help the Council to measure the success of the mitigation measures adopted; and
- Enable the Council to more effectively assess the effects of transport activities in future SEAs.

## 5.2 The Revised Monitoring Framework

The Environmental Report included a draft monitoring framework, which allowed consultees the opportunity to comment on monitoring proposals. Comments were taken into account and Table 5.1 presents the revised monitoring framework. Aberdeen City Council will be responsible for collating this information on an annual basis. A brief monitoring report will identify trends and will recommend where remedial action may be required.

**Table 5.1 Monitoring Framework**

SEA Category	Indicators	Data Source
Mitigation	<ul style="list-style-type: none"> <li>■ Any instances where mitigation is not implemented and reasons for this</li> </ul>	ACC
Biodiversity, Flora and Fauna	<ul style="list-style-type: none"> <li>■ Number of successful licence applications for derogations of the Habitats Directive to disturb European Protected Species</li> </ul>	SNH
	<ul style="list-style-type: none"> <li>■ Reported damage to protected sites (International, National and Local) caused by transport-related activities</li> </ul>	SNH and ACC
	<ul style="list-style-type: none"> <li>■ Habitats lost or significantly altered due to transport-related activities</li> </ul>	ACC
	<ul style="list-style-type: none"> <li>■ Reported levels of damage to protected species</li> </ul>	SNH
	<ul style="list-style-type: none"> <li>■ Areas of greenbelt or open space lost as a result of transport activities</li> </ul>	ACC
	<ul style="list-style-type: none"> <li>■ Number of transport developments promoting biodiversity</li> </ul>	ACC
Human	<ul style="list-style-type: none"> <li>■ Complaints due to transport related noise/vibration</li> </ul>	ACC

Health	<ul style="list-style-type: none"> <li>■ Physical activity - travel to work/study by mode (Q's included in LTS Annual Transport Survey issued via City Voice)</li> </ul>	SCROL/ SHS / ACC
Water	<ul style="list-style-type: none"> <li>■ % of new road length incorporating SUDS features</li> </ul>	ACC
	<ul style="list-style-type: none"> <li>■ Length of roads retro-fitted with SUDS features</li> </ul>	ACC
	<ul style="list-style-type: none"> <li>■ Number of transport-related water pollution incidents</li> </ul>	ACC
Soil	<ul style="list-style-type: none"> <li>• Transport related pollution events</li> </ul>	ACC
Air	<ul style="list-style-type: none"> <li>■ Exceedances of key air quality indicators</li> </ul>	ACC
Climatic Factors	<ul style="list-style-type: none"> <li>■ Transport-related CO<sub>2</sub> emissions</li> </ul>	ACC
Cultural Heritage	<ul style="list-style-type: none"> <li>■ Number of applications for Scheduled Ancient Monument Consent</li> </ul>	Historic Scotland
	<ul style="list-style-type: none"> <li>■ Number of applications for Listed Buildings Consent (inc demolitions) related to transport</li> </ul>	Historic Scotland
	<ul style="list-style-type: none"> <li>■ Physical disturbance to gardens and designed landscapes</li> </ul>	Historic Scotland
	<ul style="list-style-type: none"> <li>■ The number of planning applications for transport projects affecting historic environmental features</li> </ul>	ACC
Landscape	<ul style="list-style-type: none"> <li>■ Proportion of transport projects accompanied by outline landscape design</li> </ul>	ACC
Material Assets	<ul style="list-style-type: none"> <li>■ Transport-related waste to landfill</li> </ul>	ACC
	<ul style="list-style-type: none"> <li>■ Transport-related waste reused / recycled</li> </ul>	ACC

This report notes, under Sections 2.2.1 and 2.2.8 above, that some unforeseen environmental effects are possible during the implementation of the strategy particularly at a project level in relation to sensitive sites. Aberdeen City Council will take the following remedial actions to monitor any unforeseen environmental effects identified in the future:

- prevent the location and timing of transport activities likely to cause disturbance away from such sites;
- carry out Appropriate Assessment to address adverse effects of potential transport projects on the integrity of Natura 2000 sites;
- comply with protected species legislation and by licensing proposed disturbance through the relevant licensing authority (SEERAD or SNH);
- identify alternative locations for sensitive sites; and
- subject transport projects with potential for significant adverse environmental impacts to EIA consistent with the Environmental Impact Assessment (Scotland) Regulations.

# 6 Conclusion

## 6.1 Conclusion

It is our view that the SEA has made a positive effect on the development of the LTS. The SEA process has been very transparent and evidenced-based. The process has enabled the Council to ensure that environmental consequences of the LTS are identified and assessed during its preparation and before this adoption. The public and consultation authorities have given their opinion and the results are integrated, and taken into account in the course of developing the LTS. This process has contributed to Aberdeen City Council's goal of sustainable development. We are therefore happy to inform the public about the decision, the way in which it was made, and the positive effects it has had on the LTS.

# Appendix A – Alternative Measures

## Appendix A - Alternative Measures

Broad Measures	Modes	Implementation	Taken Forward (✓) or Rejected (✗)	Reason
Land use measures	Development within transport corridors and near transport modes (A demand obviation measure)		✓	Strong land-use planning policy that encourages the adoption of sustainable transport modes can reduce the need to travel will help to address the objectives of the LTS.
	Development densities	Maximum parking standards	✓	Included in Final Draft LTS – along with support for new developments which heavily promote sustainable transport and plan for low or no car households. This will help to promote the use of sustainable transport and reduce the environmental impact of new developments.
	Parking standards	Offer parking incentives for car-sharers and more environmentally-friendly types of fuel in the upcoming LTS.	✓	Included so to further increase travel awareness and uptake of more sustainable modes.
	Company travel plans	Support and further encouragement of the development of School Travel Plans, Green Travel Plans and Workplace Travel Plans will be supported in LTS.	✓	Development, implementation and stricter enforcement of Travel Plans as outlined in the Final Draft LTS will help to encourage an increase in the use of sustainable transport.
Infrastructure	Provision for public transport	Conventional rail provision (upgrading existing infrastructure, provision of new routes)	✓	Supported in line with RTS proposals for rail improvements.
	1.	Light rail	✗	Believed finances would not allow this. Explored as part of RTS process. Also unfeasible within the timescale of the LTS.
	2.	Guided bus	✗	Not considered feasible in the lifetime of this LTS.

Broad Measures	Modes	Implementation	Taken Forward (✓) or Rejected (✗)	Reason
	3.	Park and ride	✓	The development of more park and ride sites is a policy contained in the RTS and supported in this LTS.
		Terminals & interchanges	✓	Support for interchange improvements and improving safety of waiting facilities.
	4.	Stops & stations	✓	Support for stops and stations to be maintained and upgraded on an ongoing basis.
	Public service vehicles	More efficient fuels	✓	Will be considered as part of review of Council Travel Plan.
	Provision for cyclists and pedestrians	Cycle routes	✓	Final Draft LTS contains strong emphasis on the continued development of the City's cycle network.
		Pedestrian areas	✓	Support for the pedestrianisation of Union Street outlined in LTS. Provision of more CCTV to improve safety also included.
	Provision for freight	Trans-shipment facilities	✓	Considered
		Encouragement of other modes – means of transferring goods from larger vehicles	✓	Will continue to promote transfer of freight from road to rail and sea and look to increase the amount of freight modal shift.
	Provision for users of all abilities	Access measures	✓	Council are already doing. Potential to review and improve.
	Provision for Taxis & PHVs	Provision of ranks at key facilities	✓	Council are already doing. Potential to review and improve. Review being undertaken as part of the Night Zone Transport Project.
	New road construction / improved links		✓	Support for schemes supported in the RTS. No specific local road improvement schemes outlined in the LTS.

Broad Measures	Modes	Implementation	Taken Forward (✓) or Rejected (✗)	Reason
	New off-street car parks		✓	Review of off-street car parks proposed. By providing more space within off-street car parks, on-street space could be freed up which could facilitate parking for residents, visitors, car sharers, car clubs and environmentally friendly second vehicles.
Management Measures	Measures to restrain the car (Obviation)	Traffic restraint measures (including segregation & integration)	✓	Considered
		Other physical restrictions on the car (including pedestrian areas).	✓	Support for Union Street pedestrianisation included in Final Draft LTS.
		Traffic calming & bus lanes	✓	Traffic calming promoted as means to improve safety. No specific proposals for bus lanes included in the Final Draft LTS, though greater bus passenger priority proposed through the development of a more robust quality partnership for public transport.
		Regulatory restrictions on car use (including permits and number plate restrictions)	✓	Included in Strategy e.g. greater enforcement of bus lanes. Measure could help to improve reliability of bus services and thus assist in efforts to promote modal shift.
		Parking controls	✓	Greater emphasis on parking controls set out in the Final Draft LTS – e.g. continued extension of Controlled Parking Zones.
		Car sharing	✓	Continuation of support and emphasis on car-sharing (i.e. promotion of dedicated parking spaces)
		Improved provision for the car	Conventional traffic management (one-way streets, redesign of junctions, banned turns and controls on street parking)	✓
		Urban traffic control systems	✓	As above.

Broad Measures	Modes	Implementation	Taken Forward (✓) or Rejected (✗)	Reason
		Intelligent transport systems	✓	Greater emphasis on ITS proposed within the Final Draft as a means of improving the efficiency of the City's transport system. ITS used to improve air quality through VMS that can encourage traffic to avoid congestion hotspots.
		Accident remedial measures	✓	Continued promotion of Four E measures to improve road safety: Encouragement; Engineering, Enforcement and Education.
		Routine road maintenance	✓	Continuation of winter maintenance, structural maintenance and routine road maintenance.
	Provision for public transport	Bus priorities	✓	Greater bus passenger priorities supported within the Final Draft LTS through the development of a more robust Quality Partnership for Public Transport.
	High Occupancy Vehicle Lanes	✓	HOV Lane Demonstration Project proposed within Final Draft LTS. HOV Lane considered as one measure that could help to lock in the benefits of the AWPR.	
	Public transport service levels	✓	Support for increased bus service provision as measure within a more robust, revised Quality Bus Partnership.	
	Bus service management measures	✓	Explore as part of potential Quality Bus Partnership.	
	Quality bus partnership (between local authorities and operators)	✓	Measures to develop a more robust Quality Bus Partnership included within the Final Draft LTS.	
	Provision for ferry services	Ferry service levels	✓	Continuation of policy from previous LTS and RTS – support for North Isles Ferry Service.
	Rural Access	Demand Responsive Transport	✓	Measures to promote and increase the availability of Community Transport and other DRT schemes supported in the LTS. Ultimate aspiration for a brokerage system (both to maximise accessibility and efficiency) also included in Final Draft LTS.

Broad Measures	Modes	Implementation	Taken Forward (✓) or Rejected (✗)	Reason
		Rural Transport Fund	✗	More related to rural schemes, though LTS does outline that the Council will continue to support groups looking to develop Community Transport schemes through providing assistance in preparing funding applications, for example.
	Provision for cyclists and pedestrians	Cycle lanes and priorities	✓	Continuation of policy from previous LTS. Further promotion of more cycle lanes proposed.
		Cycle parking	✓	Continuation of policy from previous LTS. Will look to increase number of storage facilities.
		Pedestrian links	✓	Continuation of policy from previous LTS. Will consider upgrade and maintenance. Development of Core Paths Plan will support improvements to pedestrian facilities across the City.
		Pedestrian crossing facilities	✓	Included as part of continuation of roads management and maintenance and traffic management programmes to improve road safety.
	Provision for Taxis & PHVs	Provision & regulation	✓	Proposal to allow taxis and PHVs full time access to bus lanes set out in the Final Draft LTS. Measures to encourage two-way loading at the airport and taxi-sharing, thus promoting more efficient and sustainable movements also supported within the Final Draft LTS.
	Provision for freight	Lorry routes	✗	Not considered as such, though proposal to implement a Large Vehicle Lane as a pilot Demonstration Project within the City being considered to support the efficient movement of HGVs.
		Bans for bigger vehicles on certain roads	✗	See above. Bans currently apply due to weight restrictions.
		Coastal shipping	✓	Council supports Aberdeen Harbour in its efforts to promote short sea shipping as both a viable alternative and complementary to transporting freight by road and rail.

Broad Measures	Modes	Implementation	Taken Forward (✓) or Rejected (✗)	Reason
	Management of roadside verges	Adoption of new management regime for all Aberdeen roadside verges to promote biodiversity.	✗	Considered unmanageable with current level of knowledge and experience.
		Adoption of a specific number of locations to implement a new management regime to promote biodiversity.	✗	More time required to consider the feasibility of this approach and to identify specific locations.
		Support in principle for the future development of a pilot scheme to promote biodiversity but with no specific locations identified at present.	✗	Further discussions and consideration required.
Information provision	Measures to restrain car use (Obviation)	Public awareness campaigns	✓	Continuation of previous LTS – but greater resources into marketing proposed in Final Draft LTS. Final Draft LTS outlines support for participation in sustainable transport events, campaigns.
	Improved provision for car	Conventional direct signing	✓	
		Variable message signs	✓	This is something that is most likely to be done on the trunk roads – which are the responsibility of the Transport Scotland. However, as part of ITS Strategy proposed within the Final Draft LTS, the installation of VMS on strategic access points to the City (e.g. to direct vehicles to Park and Ride sites etc.) is proposed.
		Real-time driver information systems and route guidance	✗	No specific policies outlined in the LTS, though support for VMS and CPGS could help to reduce congestion and promote efficiency for freight.

Broad Measures	Modes	Implementation	Taken Forward (✓) or Rejected (✗)	Reason
		Parking guidance and information systems	✓	Council has recently invested in (CPGS) which can help drivers to make a more informed choice on where to park. In turn, this reduces congestion and pollution in the City Centre through a reduction in the levels of circulating traffic.
	Provision for public transport	Timetable and other service information	✓	Council are already doing. Potential to review and improve.
		Real time passenger information	✓	Council are already doing. Continued improvements proposed as part of the development of a more robust quality public transport partnership. SMS considered as part of ITS Strategy.
	Provision for cyclists and pedestrians	Static direction signs	✓	
	Provision for freight	Static direction signs	✓	
		Fleet management systems	✓	Encouraged
Pricing Measures	Measures to restrain the car (Obviation)	Parking charges	✓	Final Draft LTS acknowledges that to encourage the adoption of more sustainable modes, on and off-street parking charges require to be reviewed with respect to both inflation, and comparison with bus fares.
		Levy on workplace parking	✗	No legislative context in Scotland
		Urban and inter-urban charging	✗	Regional / national issue. Also considered inappropriate to pursue in the first instance in the absence of other demand management techniques e.g. reviewed bus charges in line with inflation and the cost of bus fares.
	Provision for public transport	Fare levels	✓	Fares are responsibility of Transport Scotland, and the Council will implement these changes in policy – i.e. free fares for pensioners.
		Fares structure	✓	

Broad Measures	Modes	Implementation	Taken Forward (✓) or Rejected (✗)	Reason
		Concessionary fares	✓	
	Provision for cyclists and pedestrians	Secure cycle parking	✓	This is currently promoted by the Council and measures to extend the provision of secure cycle facilities are set out in the Final Draft LTS.
		Amenities for showers	✓	Will be considered as part of the redevelopment of the Council's Travel Plan.
	Provision for freight	Fiscal measures	✗	National/Regional Issue.