Appendix 4
SEA ENVIRONMENTAL REPORT – COVER NOTE

PART 1

To: SEA.gateway@scotland.gsi.gov.uk

PART 2

An Environmental Report is attached for:

Aberdeen Local Transport Strategy (LTS) 2023-2030

The Responsible Authority is:

Aberdeen City Council

PART 3

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PART 4

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Introduction

In accordance with the Environmental Assessment (Scotland) Act 2005, Aberdeen City Council is carrying out a Strategic Environmental Assessment (SEA) of the refresh of the Aberdeen Local Transport Strategy (LTS) and its accompanying Action and Delivery Plan.

SEA is a systematic method for considering the likely environmental effects of Plans, Programmes and Strategies (PPS). It aims to:

- Integrate environmental factors into PPS preparation and decision-making;
- Improve PPS and enhance environmental protection;
- Increase public participation in decision-making; and
- Facilitate openness and transparency of decision-making.

The key stages of the SEA process are:

- **Screening** – Determining whether the PPS is likely to have significant environmental effects and whether SEA is required;
- **Scoping** – Deciding on the scope and level of detail to be included in the Environmental Report and the period for consultation;
- **Environmental Report** – Publishing and consulting upon an Environmental Report relating to the plan and its anticipated environmental effects;
- **Adoption** – Providing information on the adopted plan, including how consultation outcomes have been taken into account, and identifying a monitoring framework; and
- **Monitoring** – Monitoring significant environmental effects and taking appropriate remedial action for any unforeseen effects.

This document therefore forms the Environmental Report for the Aberdeen Local Transport Strategy (2023-2030). The purpose of the Report is to:

- provide information on the LTS; and
- identify, describe and evaluate the likely significant effects of the LTS and its reasonable alternatives.

The Report takes into account responses received by the consultation authorities - Historic Scotland, SEPA (Scottish Environment Protection Agency) and SNH (Scottish Natural Heritage) – during the Scoping stage of the SEA process and during consultation on the draft Environmental Report and provides an objective account of the anticipated environmental effects of implementing the LTS.

Purpose of the LTS

The refreshed LTS covers the period 2023-2030 and sets a vision, objectives, desired outcomes and actions for transport in Aberdeen.

The LTS has a vision to develop “A safe, resilient, high-quality transport system that is accessible to all, supports a vibrant economy, facilitates healthy living and minimises the impact on our environment. Aberdeen's transport network should encourage people to live in, work in and visit our City.”

To best deliver the vision, the eight TPOs, set as part of the STAG-based appraisal process, were carried forward into the main strategy. These are listed below;

- TPO1 – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen
- TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare
- TPO3 - Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users.
- TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.
- TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive
- TPO6 - Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather
- TPO7 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.
- TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen

The LTS should achieve the following outcomes, shown in Table 1 below, by 2030

Table 1 – Outcomes for lifespan of next LTS

Outcomes up to 2030	
1. Reduction in proportion of journeys by car drivers in Aberdeen to less than 50% by 2030	8. Improved journey time reliability for all modes in Aberdeen
2. A reduction in car km travelled in Aberdeen by 20% compared with 2015 baseline	9. Improved mental and physical health of the residents of Aberdeen and improved access to healthcare
3. Reduce PM10s and NOx to enable the removal of Air Quality Management Areas in Aberdeen	10. Improved accessibility to transport in Aberdeen for all
4. A 75% reduction in greenhouse gases from transport in Aberdeen compared with 1990/5 baseline	11. Improved interchange opportunities between modes in Aberdeen
5. 20% of the total cars and vans in Aberdeen City being "zero emission"	12. Improved information about the Aberdeen transport network being available to users and planners
6. 50% reduction in adults killed and seriously injured and 60% reduction in children killed or seriously injured using the transport network	13. A transport network which is able to benefit from improvements in technology for Aberdeen
7. A more resilient transport network for Aberdeen	14. A transport network which is well maintained for Aberdeen

Outcomes beyond 2030

These should contribute towards the following longer-term outcomes, shown in Table 2, by 2045 (Beyond the life of this LTS)

Table 2 – Longer-term outcomes

Outcomes beyond 2030	
A. More journeys made by active travel and public transport together than by car in Aberdeen	I. Zero fatalities on the Aberdeen road network and an even greater feeling of safety for users of the transport network
B. A reduction in car km travelled in Aberdeen beyond 20% compared with a 2019 baseline	J. Improvements in technology making the Aberdeen transport system more efficient and user friendly
C Air quality that is cleaner than WHO standards for emissions from transport in Aberdeen	K. Further improved journey time reliability for all modes in Aberdeen
D. Work with partners to deliver a just transition to net zero and plan to make Aberdeen a net-zero city by no later than 2045, and earlier if that is possible	L. Further improved interchange opportunities between modes in Aberdeen
E. All new cars, buses and vans being zero emission at tailpipe in Aberdeen	M. Further improved mental and physical health of the residents of Aberdeen and further improved access to healthcare
F. All users able to access the transport network and with minimal disruption	N. Further improved information about the Aberdeen transport network being available to users and planners
G. People able to access key facilities in Aberdeen from their home by sustainable and active travel in a total journey time of 20 minutes	O. Further funding and rollout of maintenance across the transport network
H. A traffic reduction exceeding 20% in Aberdeen city centre compared with 2015 baseline	P. A transport network which is resilient and can cope with external disruptors

These would be achieved by focusing on the following outputs, shown in Table 3

Table 3 – Outputs

Outputs	
More high quality active travel infrastructure in Aberdeen.	More EV charging and Hydrogen Refuelling Infrastructure and supporting measures in Aberdeen.
Maintenance of existing facilities in Aberdeen.	An Aberdeen Parking Framework.
Aberdeen Rapid Transit and faster, more frequent and more reliable public transport options.	Improved sustainable transport links to, from and within Aberdeen city centre.
More Car Club cars, more Car Club locations and more people signed up as Car Club members.	Mobility As A Service (MAAS) development in Aberdeen.
Development and delivery of the Aberdeen city centre and Beach masterplan.	An Aberdeen Parking Framework.
More hire bikes, locations and more	Behaviour Change schemes and

people signed up as bike hire members. More bike refurbishment schemes.	campaigns (Education, Information, Awareness raising) in Aberdeen.
Reallocation of road space in Aberdeen.	Enforcement of the Low Emission Zone (LEZ).
More interchange points between modes of transport.	Climate adaption measures built into new transport Infrastructure.

The LTS will also contain a series of policies and supporting actions that the Council and partners will pursue in order to meet these objectives.

The policies and actions complement the overall vision, objectives and desired outcomes of the LTS. The Environmental Report therefore assesses the vision and each of the objectives and policies (with supporting actions) identified in the LTS against the SEA topics (biodiversity, air, climatic factors, soil, water, landscape, population, human health, cultural heritage and material assets) in order to identify the likely significant effects of implementing the proposed Strategy.

Environmental Context

There are a number of environmental problems facing Aberdeen at present. A thorough review of the available environmental data has helped identify the baseline within which the LTS is being developed. Key points to note from this review are:

- Carbon dioxide (CO_2) emissions have fallen, although there has been some annual fluctuations. Transport emissions have fallen slightly though fluctuated and remain a significant contributor to city CO2 emissions these;
- Aberdeen consumes more resources per person than any other Scottish city. Again, transport is a significant contributor to this;
- There is a need for the transport network to become more resilient to, and able to adapt to the effects of, climate change;
- Areas of Aberdeen suffer from poor air quality. Three Air Quality Management Areas (AQMAs) have been declared (see Appendix C), where regular exceedances of the annual mean limit value for nitrogen dioxide (NO_2) and particulate matter (PM10) occur. While buses and HGVs contribute most to NO_2 emissions, cars and taxis contribute most to PM10;
- There are eighteen Noise Management Areas (NMAs) in the City resulting from road traffic noise and two candidate NMAs resulting from railway noise (see Appendix C);
- Water quality in Aberdeen is generally good, although river quality is rated 'moderate' or 'good';
- Aberdeen has a broad network of sites important for biodiversity, cultural heritage and landscape which should be protected and, where possible, enhanced;
- Life expectancy has remained fairly stable but the trend is towards an ageing population. An ageing population raises implications for ensuring that mobility and accessibility can be maintained into old age;
- The population of the City and the wider region has remained fairly static, although there is still pressure on an already congested network.
- Car ownership has remained fairly static, exacerbating pressure on the network and contributing to poor health in terms of pollution, air quality, noise and inactivity;
- With the exception of the Aberdeen Western Peripheral Route, public road lengths

have remained fairly static in recent years despite the growing population and associated car ownership, thus contributing to congestion; and
- There have been limited improvements in public transport infrastructure, in terms of new railway stations, Park and Ride sites and interchanges, etc. although this is forecast to change over the life of this LTS.

The LTS must therefore recognise and aim to remedy existing environmental concerns that are caused by transport or which transport could play a part in remedying. These include:

- Impacts on biodiversity in terms of habitat fragmentation and land take from transport, animals killed by moving vehicles and pollution, noise and other disturbances resulting from transport operations;
- High volumes of road traffic leading to poor air quality, and thus impacting on the health of humans and other species and causing damage to buildings;
- Fluctuating carbon dioxide emissions, contributing to climate change;
- Impacts on soil and water in terms of pollution and contamination;
- Reduced visual amenity of the landscape;
- An ageing population
- High car ownership;
- Increasing recognition of the ill-effects of environmental noise;
- A lack of physical activity amongst the population;
- Loss of, or limited access to, areas of open and green space; and
- Pressure on cultural heritage sites from development, traffic, parking demand and transport infrastructure.

Without implementation of the LTS it is anticipated that many of these environmental problems will remain or potentially worsen, particularly:

- Loss of biodiversity resulting from habitat fragmentation, land take and pollution;
- Poor air quality resulting from road traffic;
- Increasing CO_2 and greenhouse gas emissions, further contributing to climate change;
- Transport infrastructure that is not resilient and adaptive to climate change;
- Water and soil pollution resulting from new infrastructure and increased traffic;
- Negative impacts on the landscape and the setting of attractive and important buildings and sites;
- Poor health resulting from inactivity and pollution; and
- A lack of facilities to enable sustainable transport.
- Reliance on private cars

It is anticipated that implementation of the LTS can contribute to addressing and improving many of these concerns. At the very least, care should be taken to ensure that the LTS does not contribute to a worsening of conditions.

Assessment of environmental effects

For the purposes of the environmental assessment, two scenarios were considered – a 'preferred strategy' scenario (with a refreshed LTS in place) and a 'Do-minimum scenario. The assessment revealed that the scenario with a refreshed LTS in place performed considerably better than a 'do-minimum' scenario. In the latter scenario, with the Council looking to tackle the problems arising from transport with a 'business as usual' approach,

current problems attributable to transport (economic, social and environmental) are likely to worsen. On the other hand, the adoption and implementation of an updated LTS, identifying new projects and interventions to be taken forward, supported by ambitious objectives and aspirations, and forming a strong policy context for transport and the environment going into the future, will result in a cleaner, greener transport system, with safety and accessibility benefits for all, and where the negative impacts on the economy and the environment are significantly reduced.

The key points to be noted from the assessment are provided in the table below:

SEA Topic	Comments
Biodiversity	Implementation of the LTS will have largely positive impacts on biodiversity, although some impacts may be negative and result in disbenefits. In terms of positive impacts, the LTS primarily seeks a reduction in road traffic and an increase in the use of sustainable modes of transport. This should have multiple benefits for biodiversity, namely: • Reduced land take from transport by reducing the need for construction of large-scale transport facilities such as roads and bridges to cope with growing demand for motorised transport. This will reduce the likelihood of damage and disruption to protected/vulnerable habitats and species; • A reduction in animals killed by moving vehicles • A reduction in environmental pollution, noise and artificial light which can negatively impact upon vulnerable species; • Reduced run-off from roads into soil and watercourses. Other potentially positive impacts include: • Protection to habitats and species afforded by maintenance approaches and flood prevention schemes; and • Benefits to nocturnal species through a reduction in street lighting, especially overnight. • The potential to create new habitats and nature networks as part of mitigation measures introduced into new transport schemes, including new active travel routes. • The planting of trees alongside new roads, upgraded roads and active travel routes. • Nature friendly SUDs solutions to enhance biodiversity. In addition, a specific biodiversity and green space high level action seeks to Improve accessibility to open spaces in Aberdeen and contribute towards the development of the green space network through implementation of core paths and appropriate mitigation and enhancement as part of transport scheme delivery with the following actions • Take opportunities to improve and create new habitats as part of transport improvement and maintenance schemes. • Changes to transport infrastructure should not only respect the character of all landscapes and reduce the negative effects of transport upon them but should also protect, conserve and enhance

	wildlife, habitats and landscapes. • Integrate the LTS with other strategies and actions contained within the Open Space Strategy, Nature Conservation, Net Zero Aberdeen Natural Environment Strategy, and proposed woodland strategy. • Ensure access to green space is enabled and in ways which encourage the usage of active and sustainable transport to get there. • Support national commitment locally to halt biodiversity loss by 2030. • Add to, utilise and link to blue and green infrastructure as part of transport improvement schemes Those impacts identified as potentially negative and which will require mitigation, are: • Disruption to aquatic species from an increase in shipping and harbour activity; • Short-term disruption (in terms of additional noise and pollution) resulting from road maintenance works, including winter maintenance; and • Possible disruption to species and their habitats through an increase in cycle routes and cycling through areas of natural beauty and greenspace. • Run off to watercourses.
Air Quality	Implementation of the LTS will have largely positive impacts on air quality, although some impacts are potentially negative and could lead to disbenefits. Road transport is currently the main contributor to poor air quality in Aberdeen. The LTS seeks to address this by reducing the need to travel, reducing reliance on the private car, reducing road traffic in favour of cleaner modes of transport and reducing congestion. For journeys where the motor car is the preferred mode of transport, the Strategy seeks to promote car sharing, the use of Car Clubs and the use of low emission vehicles, all of which will serve to reduce the impact of transport on air quality. The Strategy contains a specific high level action relating to air quality to “Reduce the contribution of transport to poor air quality in Aberdeen and have all air quality management areas revoked”. This is further realised by the following actions • Ensure that Air Quality Action Plan measures and Local Transport Strategy aims, outcomes, objectives and actions are aligned. • Ensure that Aberdeen's Low Emission Zone is ready to be enforced by May 2024 • Continue to investigate ways in which the Low Emission Zone could be further developed for the benefit of the city • Improve air quality to the point where the City's Air Quality Management Areas can be revoked and look at further citywide improvements, • Require mitigation measures for new schemes, where additional vehicle trips will impact on air quality. Those impacts identified as potentially negative for air quality and which will require mitigation, are: • An increase in shipping and subsequent traffic around the Harbour,

	currently within an AQMA; • Congestion and traffic displacement resulting from road improvement and maintenance schemes; • Reducing vehicle speeds which can cause an increase in certain emissions; • An increase in car usage resulting from reduced street lighting discouraging walking and cycling during hours of darkness; and • An increase in motorcycle use which could lead to an increase in certain harmful emissions. • Use of electric vehicles does not combat congestion and can still cause particulate emissions from road, tyre and brake wear
Climatic Factors	Implementation of the LTS will, on the whole, have a long-term positive impact on climatic factors, although some impacts may potentially be negative. Transport emissions, particularly CO_2, are a significant contributor to climate change. The LTS seeks to reduce the need to travel, to reduce reliance on the private car, to reduce road traffic in favour of cleaner modes of transport, to reduce congestion and to encourage more responsible vehicle use (car sharing, Car Clubs, low emission vehicles). Should the Strategy be successful in achieving these aspirations, climate-changing emissions would significantly reduce. In addition, the LTS contains a specific high level action relating to climate change adaptation and mitigation to "contribute to Aberdeen's target of net zero carbon emissions targets by 2045, or earlier, and develop and promote climate resilient infrastructure and movement". This is further realised by the following actions • Continue to promote and facilitate measures which reduce the need to travel • Develop the transport network in line with the National Sustainable Transport Hierarchy giving consideration to the most sustainable modes first • Continue to enable hydrogen refuelling and EV charging infrastructure and investigate how this can be facilitated by renewable energy • Ensure that the LTS aligns with the Net Zero Vision, Strategic

	Infrastructure Plan, Net Zero Aberdeen Routemap and Aberdeen Adapts: Climate Adaptation Framework and work with partners to take mobility aspects forward • Ensure that the risk of flooding or environmental impact is taken into account in the design and construction of infrastructure and that opportunities to manage open spaces such as road verges are maximised to reduce surface water flooding and run off. • Continue to implement a range of hard and soft engineering measures when dealing with flood risk management and mitigation and in the urban environment consider where hard landscaping can be reduced where possible, for instance, resist front gardens being turned into car parks • Ensure that the net-zero message and target is clearly communicated to users and operators of the transport network" Those impacts identified as potentially negative and which will require mitigation, are: • An increase in shipping and activity around the harbour which could increase emissions; • Potential impact on CO2 from electricity consumption from an increase in EV charging infrastructure (depending on how the electricity is generated and transmitted). • Congestion and traffic displacement resulting from road improvement and maintenance schemes; • Reducing vehicle speeds which can cause an increase in certain emissions; and • An increase in car usage resulting from reduced street lighting discouraging walking and cycling during hours of darkness.

Soil	Although the majority of LTS objectives have a neutral impact on soil, some positive and negative impacts are anticipated. In terms of the positives, there will be long-term benefits relating to reduced land take resulting from the LTS's support for brownfield development and 20 minute neighbourhoods and the promotion of non-car modes of transport which should reduce the need for large-scale transport schemes (particularly new roads). Reduced run-off from roads to soil is also anticipated to result from improved road maintenance and improved flood defences. There is also a commitment to incorporate SUDS in any new road or road improvement schemes. Measures to improve air quality in the LTS will also positively impact on soil, through reducing the impacts of air pollution. Potentially negative impacts relate to the risk of soil contamination from transport improvement and maintenance schemes, which should be overcome by mitigation. There is a risk that new infrastructure could cause landslip while any new infrastructure has the potential to lead to soil compaction and sealing which is unavoidable.
Water	Although the majority of LTS objectives have a neutral impact on water, some positive and negative impacts are anticipated. In terms of the positives, a decrease in motorised traffic would reduce the need for new transport facilities. Improved and better-maintained roads can likewise reduce run-off. There is also a commitment to incorporate SUDS in any new road or road improvement schemes. In terms of negative impacts, it is recognised that maintenance, improvement and flood prevention schemes could result in the release of pollutants into watercourses during construction, although this can be overcome by careful mitigation. In addition, increases in shipping and water freight to and from Aberdeen could lead to an increase in water pollution. The LTS contains a high level action around Resilience to "ensure that the Aberdeen transport network is as resilient as possible in dealing with unforeseen circumstances, such as accidents, extreme weather and other large disruptions" with relevant water actions to • Continue to assess flood defences throughout the City. • Continue to assess areas at risk from flooding. • Implement a range of hard and soft engineering measures to deal with flood risk management and mitigation. • Continue the maintenance programme to clear blocked drains and inspection of water courses. • Ensure that the designs, construction and materials used for new and improved schemes maximise the resilience of schemes against flooding • Ensure that resilience forms part of the justification for improving active travel infrastructure

Landscape	The impact on the landscape of implementation of the LTS is mixed, although more positive than negative impacts are anticipated. The LTS's primary aspiration is to discourage private car use and encourage and facilitate the use of alternative modes. The main long-term positive anticipated from this is a reduced need for construction of new roads and bridges which may otherwise be inevitable with continually increasing car usage and which could lead to an unsightly urban landscape. A reduction in traffic, coupled with urban realm improvements, including reducing the impact of parking, and the implementation of SUDS would contribute towards a more aesthetically pleasing landscape, less troubled by the presence of vehicles and congestion. Improvements in street lighting can also contribute to improving the landscape setting, while road maintenance and flood prevention schemes serve to offer protection to the landscape. Landscaping can also be incorporated into the design of transport schemes and redesign of existing assets. The LTS acknowledges the importance of the Sustainable Investment Hierarchy and the need to make best use of existing capacity before creating more. There is action in the Road Improvements section to "Ensure that any proposals for road improvements are only taken forward once it has been evidenced that reducing the need to travel unsustainably, maintaining and safely operating existing assets and making better use of existing capacity will not solve the problem, in line with the National Sustainable Investment Hierarchy" In terms of potentially negative impacts, these include: • Flood defences detracting from areas of natural beauty; and • An increase in unsightly traffic management and speed reduction features leading to a cluttered urban environment. There may also be some more short-term negative impacts on the landscape arising from maintenance works leading to an unsightly environment, although such activities are obviously temporary.
Population	The impact of the LTS on the population is anticipated to be mostly positive, although some potentially negative impacts have been identified.

	In terms of the economy, long-term benefits will result from reduced congestion and improved journey time reliability. Benefits will also accrue from City Centre regeneration proposals (including an improved transport environment) and the more efficient use of car parking spaces at key destinations. In terms of accessibility and social inclusion, the LTS will bring long-term benefits by raising awareness of, and facilitating travel by, walking, cycling, public transport, community and social transport, car sharing and car clubs to ensure that all people can access the destinations and services they need, and that transport is convenient, safe and inexpensive. Responsible management of blue badge parking spaces will also improve accessibility for those with disabilities. Potentially negative impacts identified are: • Delays and congestion resulting from improvement and maintenance schemes, albeit these are short- short term; and • Restricting car movement could impact upon those who are reliant on cars to get around due to mobility issues • Social exclusion resulting from reduced levels of street lighting which could discourage some people, especially the more vulnerable members of society, from travelling during the hours of darkness.
Human Health	The impact of the LTS on health is anticipated to be mostly positive, although some potentially negative impacts have been identified. Long-term positive impacts will result from the Strategy's aspirations to encourage more walking and cycling and to reduce car use which will facilitate an increase in physical activity, improve air quality and reduce noise, thus improving the health and wellbeing of the population. Improving access to the outdoors and to healthcare facilities has obvious health benefits, whilst reduced traffic, reduced speeds, road and bridge maintenance activities, accident and flood prevention schemes and a more secure night-time environment will improve the safety of the travelling public, reducing the number of transport-related accidents and injuries and reducing incidences of assault and abuse. Road maintenance can also reduce noise, with resulting mental health benefits. Potentially negative impacts, identified, which will require mitigation, are: • A decline in air quality around the Harbour area resulting from increased shipping; • An increase in road accidents and poor perceptions of safety as a result of reduced levels of street lighting; • An increase in congestion during road maintenance works and the displacement of traffic to alternative streets, with road safety and health implications; and • A decline in air quality resulting from increased motorcycle use. • An emphasis on reducing the need to travel which could lead to mental health issues in exacerbating social isolation and physical health issues in reducing the need to move.

Cultural Heritage	The impact of the LTS on cultural heritage is anticipated to be mostly positive, although some potentially negative impacts have been identified. In terms of positive impacts, these largely relate to the traffic reduction aspirations outlined in the LTS and are therefore long-term impacts. Less traffic around historically and/or culturally important sites will improve the setting of such sites, ensuring views are not blighted by parked cars, traffic or congestion, and will reduce emissions and pollution around such sites, which are known to cause deterioration and damage to ancient buildings and monuments. Noise will also reduce, allowing people to better enjoy the experience of being in and around important buildings and sites. The setting of such sites may also be enhanced by improvements to street lighting, while valuable assets will be protected by an increase in flood defences. Accessibility improvements will also have long-term benefits in allowing more people to reach and enjoy such sites. In terms of possible negative impacts, these relate, in the short term, to an unsightly environment around such sites as a result of transport improvement and maintenance activities, albeit this is a temporary situation. In the longer term, an increase in traffic management features in certain areas, for example conservation areas, could undermine the distinctiveness of such sites, while an intensification of maintenance activities around such sites could increase vibrations, potentially leading to damage. The need to incorporate supporting facilities to the transport network such as monitoring equipment, lighting columns, EV charge points etc could also have some effect so it is essential that this is undertaken sensitively.
Material Assets	Implementation of the LTS is anticipated to have an overwhelmingly positive impact on material assets. This is largely because the Strategy outlines a range of improvements and additions to the City's transport network which will benefit members of the travelling public and movement of goods. There is to potential to reuse material and use recycled materials in transport infrastructure to reduce resource impact. There is the potential for carbon impacts if use of unsustainable materials in transport infrastructure - impact from emboddied carbon depending on source materials. While EV charge points and hydrogen refuelling stations can facilitate lower carbon motoring they themselves may lead to more carbon through increased electrical demand and how the electricity is generated and distributed.

Mitigation

The assessment therefore revealed a number of potentially negative impacts resulting from implementation of the LTS. In order to minimise the effects of these, a series of mitigation measures have been identified.

SEA topic	Proposed Mitigation Measures
Biodiversity	The conservation status of protected species will continue to be monitored and corrective action applied should implementation of any actions arising from the LTS be seen to be putting this in jeopardy. Any proposals within areas known to host protected or vulnerable species and habitats will be required to demonstrate how disruption to these will be minimised and to investigate ways of enhancing biodiversity as part of scheme implementation. All materials used during construction and maintenance activities will be expected to meet strict environmental standards and every effort will be made to minimise the risk of pollution and contamination resulting from such activities. Maintenance and improvement works will be completed in as timely a manner as possible to ensure that noise and disruption are kept to a minimum. Use of and access to blue/green infrastructure can increase habitat connectivity and encourage and facilitate biodiversity. There is potential to enhance biodiversity by creating new habitats and planting as part of new transport schemes and to mitigate habitat fragmentation with wildlife corridors and animal crossings etc.
Air Quality	The Council will monitor the air quality impacts of schemes and apply remedial or corrective action should impacts prove unacceptable. Air quality will continue to be a material consideration in the planning process for any projects requiring planning permission. Any projects that could potentially lead to deterioration in air quality will be subject to an Air Quality Assessment and will be required to fully mitigate their impact before being allowed to proceed. It is anticipated that the impact of any schemes that negatively impact upon air quality will be at least partly offset by efforts elsewhere to reduce traffic volumes, promote sustainable travel, improve traffic flow and improve the environmental performance of vehicles. Maintenance and improvement works will be completed in as timely a manner as possible to ensure that congestion and air quality impacts are kept to a minimum and that diversionary signage guides drivers to appropriate alternative routes. Encouraging people to move away from private cars to more sustainable forms of transport and supporting and enabling the transport network to incorporate cleaner fuels will also help with this.

Climatic Factors	It is hoped that the impacts of any projects or schemes that have the potential to increase climate-changing emissions are offset by measures to reduce emissions, ultimately resulting in no net increase. For example: any emissions rising from an increase in shipping should be offset by a reduction in road freight, and speed reduction measures that have the potential to increase emissions should be offset by the creation of a more welcoming pedestrian and cycle environment that encourages more active travel at the expense of car travel. Maintenance and improvement works are largely unavoidable but their impact will be short-term and minimised by ensuring works are completed in as timely a manner as possible and that diversionary signage guides drivers to appropriate alternative routes. Promotion of options which reduce the need to travel and concepts such as 20 minute neighbourhoods will also help to assist with this. Building infrastructure that is resilient in the face of climate adaption is also important.
Soil	During maintenance and improvement works, strict risk management procedures will be put in place to minimise the risk of soil pollution. Facilities such as SUDS and other drainage solutions can be built into new infrastructure to help protect soil from erosion and pollution.
Water	The impact of any LTS activities on water quality will be monitored and corrective or remedial action applied if it is found that any activities are having an unacceptable impact. During maintenance and improvement works, strict risk management procedures will be put in place in order to minimise the risk of water pollution. As part of any transport schemes, where opportunities arise which can better catch, filter and distribute rainwater, such as SUDS, these should be investigated.
Landscape	Any transport projects or features that have the potential to negatively impact upon the landscape will be kept to a minimum and sited sensitively so as to complement and integrate with the landscape rather than detract from it. Maintenance and improvement works that create an unattractive landscape will be undertaken in as timely a manner as possible. Opportunities to create new blue green infrastructure including new tree planting should be explored as part of new schemes..
Population	Schemes that have the potential to negatively impact upon any groups will be undertaken on a pilot basis, their effects carefully monitored, and corrective action applied if needed before full implementation takes place. Schemes that have a significant negative impact will not be taken forward. Improvement and maintenance works with the potential to cause disruption to the travelling public will be completed in as timely a manner as possible and diversionary signage used to guide travellers to alternative routes.
Human Health	Any projects or schemes with potentially undesirable health and safety implications will be implemented on a trial basis and their effects carefully monitored and assessed. Those with an unacceptable impact will not be taken forward for full implementation. Improvement and maintenance works will be completed in as timely a manner as possible in order to minimise noise and emissions. Schemes which reduce the need to travel should also consider the mental and physical health benefits or enabling travel.

Cultural Heritage	Any transport projects or features that have the potential to negatively impact upon sites of cultural and/or historical interest will be kept to a minimum and sited sensitively so as not to detract from, or hinder access to, such sites.
Material Assets	There is to potential to reuse material and use recycled materials in transport infrastructure to reduce resource impact. There is the potential for carbon impacts if use of unsustainable materials in transport infrastructure - impact from embodied carbon depending on source materials. While EV charge points and hydrogen refuelling stations can facilitate lower carbon motoring they themselves may lead to more carbon through increased electrical demand and how the electricity is generated and distributed. Exploring and facilitating the use of renewable energy would help with this.

Monitoring

Monitoring will be undertaken of a number of indicators to assess:

- Whether the LTS is having the desired effects in terms of minimising transport's impact on the environment;
- Whether any unintended consequences of implementation of the LTS have arisen that require to be addressed; and
- Whether any other social or environmental changes are taking place that the LTS may have to address or respond to, either now or in the future.

A monitoring exercise will be undertaken annually and the results reported and published on the Council's website. Indicators used for monitoring the Strategy are anticipated to include:

Objectives	Ways to measure
TPO1 – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen	a) Air quality monitoring (PM10s and NOxs) – should have this annually from Council Air Quality Team b) Number of air quality management areas – can update on this annually c) Carbon dioxide emissions from road transport – Check if we get this from Air Quality Team. Or Local Authority Green House Gas emission data sets include information on CO2 d) figures for cars registered in Aberdeen - UK Government gov.uk website e) Plug in car and van sales relative to petrol and diesel – this should come quarterly from UK Government f) WACI - Number of tonnes of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by walking or wheeling instead of driving g) WACI - Reduction in NOx and particulates from people choosing active travel h) WACI - Residents who agree that the air is clean in their local area"
TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare	a) Projects delivered, b) City Voice " Do you have access to a bike and, if so, how often do you use it? c) City Voice How often do you go walking? (For this we mean a continuous walk for at least 15 minutes outdoors.) d) City Voice - Could ask if they feel better/ if walking and cycling makes them feel more physically and mentally well e) City Voice - could ask a City Voice question about how easy they find it to travel to doctors appointments f) WACI - Number of serious long-term health conditions and

	premature deaths prevented every year by people choosing active travel
TPO3 - Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users.	a) Percentage of the carriageway considered for maintenance treatment, b) Monitoring of road traffic casualty statistics: killed/ seriously injured, children killed or seriously injured and slight casualty rate, c) safety improvements delivered (lighting, infrastructure improvements, d) City Voice. Could ask people as a city voice question how safe they feel using different modes, already ask “Traffic and Parking in your neighbourhood: do traffic and parking arrangements allow you to move around safely and meet your needs?”). e) WACI - number of residents who think the level of safety for walking and cycling in their local area is good f) WACI - number of residents who think the level of safety for walking and cycling for children is good g) % of Aberdeen streets covered by 20mph limit

TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.	a) Infrastructure delivered b) Public transport journey times, c) Road journey times d) City Voice: Moving around your neighbourhood: can you easily walk and cycle around using good quality routes e) Sample HGV journey time f) Active travel levels g) WACI - the net annual economic benefit for individuals and society from all active travel trips h) WACI - Of this, the amount from people with a car choosing active travel for transport in the past year. i) WACI - return active travel trips made daily in Aberdeen by people that could have used a car. j) WACI - Number of people who agree they can easily get to many places they need to visit without having to drive"

TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive	a) Infrastructure delivered b) Usage of car club and bike hire schemes c) Monitoring of public transport times and public transport cost between regeneration areas to key destinations , d) Cost of public transport vs parking e) City Voice: Moving around your neighbourhood: can you easily walk and cycle around using good quality routes? f) City Voice: Public Transport for your neighbourhood: does public transport meet your needs? g) City Voice: Traffic and Parking in your neighbourhood: do traffic and parking arrangements allow you to move around safely and meet your needs? h) City Voice: Streets and Spaces in your neighbourhood: do buildings, streets and spaces create an attractive place that is easy to get around? i) City Voice: Thinking about the mode of transport you use most often, why so you use this mode of travel? What is your perception of getting around in Aberdeen by each of the following modes? j) City Voice: Which of the following modes have you tried in the last year? k) WACI - What proportion of residents said they 'do not cycle but would like to'? l) WACI - Number of residents that have access to an adult pedal cycle m) WACI - Households within 125m of cycle routes
TPO6 - Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather	a) Levels of walking and cycling b) bus patronage c) Opinions of people with specific city voice question – we had a covid one

TPO7 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.	a) Infrastructure delivered b) Creation and Downloads of any relevant Smart Transport app
TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen	"a) City Voice: When you travel into the city, how often do you travel using the following modes? b) City Voice: How do you usually travel to work, the city centre and for other trips? (please select your main mode). c) Hands up survey for school children - how do you usually travel d) City Voice: Number of cars or vans privately owned by household e) Car Club membership numbers f) WACI - Residents who travel by the following modes five or more days a week in Aberdeen g) SHS – crosschecks for car numbers and mode split. h) WACI - number of trips made by active travel each year i) Car KM Travelled by Local Authority Area. We could also make a city voice question asking about car usage?

If the LTS is not performing as anticipated, the Council will review the policies contained within it and identify those that require relaxing or strengthening.

1 INTRODUCTION

1.1 The Environmental Report

The Environmental Assessment (Scotland) Act 2005 requires the preparation of a Strategic Environmental Assessment (SEA) for a wide range of plans, programmes and strategies (PPS). The objectives of the Act are to:

- Provide a high level of protection for the environment;
- Integrate environmental considerations into the preparation and adoption of plans;
- Promote sustainable development; and
- Increase public participation in environmental decision-making.

The key stages of the SEA process are:

- **Screening** – Determining whether the PPS is likely to have significant environmental effects and whether SEA is required;
- **Scoping** – Deciding on the scope and level of detail to be included in the Environmental Report and determining the required consultation period;
- **Environmental Report** – Publishing and consulting upon an Environmental Report on the plan and its anticipated environmental effects;
- **Adoption** – Providing information on the adopted plan, including how consultation outcomes have been taken into account, and identifying a monitoring framework; and
- **Monitoring** – Monitoring significant environmental effects and taking appropriate remedial action for any unforeseen significant environmental effects.

This document comprises the Environmental Report for the Aberdeen Local Transport Strategy (LTS) in accordance with Section 5(3) of the Environmental Assessment (Scotland) Act. It takes into account the responses received by the consultation authorities - Historic Scotland, SEPA (Scottish Environment Protection Agency) and SNH (Scottish Natural Heritage) – during Scoping and consultation on the draft Environmental Report, and provides an objective account of the anticipated environmental effects of the implementation of the LTS

1.2 The Aberdeen Local Transport Strategy (LTS)

Key facts relating to the LTS are set out in Table 1.1 below:

Table 1.1: Key facts relating to the LTS

Name of Responsible Authority	Aberdeen City Council
Title of PPS	Aberdeen Local Transport Strategy 2023-2030
What prompted the PPS (e.g. legislative, regulatory or administrative provision)	The previous Strategy has reached the end of its anticipated lifespan (2016-2021) and with the new Regional Transport Strategy (NESTRANS 2040) formally adopted in November 2021 and the new National Transport Strategy in February 2020, now is the right time to update the local context to reflect these and transpose the key concepts to the local level. Updates to other plans, policies, strategies and projects, both of which concern and impact upon transport, have also occurred since 2016 and Aberdeen needs a transport strategy which can reflect this and ensure the city's transport network and plans for its evolution are able to affect and take account of these
Subject (e.g. transport)	Transport
Period covered by PPS	A Local Transport Strategy generally spans a 5 year time period. However, there is no statutory guidance that says it must so, given the number of National targets that are for 2030, it seems sensible to make this a 7 year document instead. Therefore, the timeframe will be 2023-2030.
Frequency of updates	7 years with annual review.
Area covered by PPS	Aberdeen City local authority area.
Purpose and/or objectives of PPS	To set a vision, and objectives for transportation in Aberdeen, and a series of actions and outcomes for achieving these.
Contact point	Tony Maric Transport Strategy and Programmes Aberdeen City Council Business Hub 4, Ground Floor North Marischal College Broad Street Aberdeen AB10 1AB (01224) 069500

A Local Transport Strategy, as prepared by a local authority, is expected to conform both to Scotland's National Transport Strategy 2 (2020) and the relevant Regional Transport Strategy (in this case the Nestrans Regional Transport Strategy for North East Scotland (Nestrans 2040)) and should identify objectives, outcomes and actions to be delivered and implemented locally to meet the shared vision for transport in Scotland and the region, as articulated in the respective national and regional documents.

In turn, the LTS will inform and influence subsequent local strategies and action plans to be delivered by Aberdeen City Council and its partners and take account of existing ones, such as the Local Outcome Improvement Plan, Aberdeen Net Zero Routemap and Associated Strategies, Aberdeen Adapts, Aberdeen Local Development Plan, Air Quality Action Plan and Noise Action Plan. Under it will also sit a series of daughter plans to elaborate in greater detail on topics, such as the Aberdeen Active Travel Action Plan, Aberdeen City Centre Sustainable Urban Mobility Plan and Aberdeen Electric Vehicle Framework.

The LTS has a vision to develop "A safe, resilient, high-quality transport system that is accessible to all, supports a vibrant economy, facilitates healthy living and minimises the impact on our environment. Aberdeen's transport network should encourage people to live in, work in and visit our City."

To best deliver the vision, the eight TPOs, set as part of the STAG-based appraisal process, were carried forward into the main strategy. These are listed below;

- TPO1 – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen
- TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare
- TPO3 - Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users.
- TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.
- TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive
- TPO6 - Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather
- TPO7 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.
- TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen

The LTS should achieve the following outcomes, shown in Table 1 below, by 2030

Table 1 – Outcomes for lifespan of next LTS

Outcomes up to 2030	
1. Reduction in proportion of journeys by car drivers in Aberdeen to less than 50% by 2030	8. Improved journey time reliability for all modes in Aberdeen
2. A reduction in car km travelled in Aberdeen by 20% compared with 2015 baseline	9. Improved mental and physical health of the residents of Aberdeen and improved access to healthcare
3. Reduce PM10s and NOx to enable the removal of Air Quality Management Areas in Aberdeen	10. Improved accessibility to transport in Aberdeen for all
4. A 75% reduction in greenhouse gases from transport in Aberdeen	11. Improved interchange opportunities between modes in Aberdeen

compared with 1990/5 baseline	
5. 20% of the total cars and vans in Aberdeen City being "zero emission"	12. Improved information about the Aberdeen transport network being available to users and planners
6. 50% reduction in adults killed and seriously injured and 60% reduction in children killed or seriously injured using the transport network	13. A transport network which is able to benefit from improvements in technology for Aberdeen
7. A more resilient transport network for Aberdeen	14. A transport network which is well maintained for Aberdeen

Outcomes beyond 2030

These should contribute towards the following longer-term outcomes, shown in Table 2, by 2045 (Beyond the life of this LTS)

Table 2 – Longer-term outcomes

Outcomes beyond 2030	
A. More journeys made by active travel and public transport together than by car in Aberdeen	I. Zero fatalities on the Aberdeen road network and an even greater feeling of safety for users of the transport network
B. A reduction in car km travelled in Aberdeen beyond 20% compared with a 2019 baseline	J. Improvements in technology making the Aberdeen transport system more efficient and user friendly
C Air quality that is cleaner than WHO standards for emissions from transport in Aberdeen	K. Further improved journey time reliability for all modes in Aberdeen
D. Work with partners to deliver a just transition to net zero and plan to make Aberdeen a net-zero city by no later than 2045, and earlier if that is possible	L. Further improved interchange opportunities between modes in Aberdeen
E. All new cars, buses and vans being zero emission at tailpipe in Aberdeen	M. Further improved mental and physical health of the residents of Aberdeen and further improved access to healthcare
F. All users able to access the transport network and with minimal disruption	N. Further improved information about the Aberdeen transport network being available to users and planners
G. People able to access key facilities in Aberdeen from their home by sustainable and active travel in a total journey time of 20 minutes	O. Further funding and rollout of maintenance across the transport network
H. A traffic reduction exceeding 20% in Aberdeen city centre compared with 2015 baseline	P. A transport network which is resilient and can cope with external disruptors

These would be achieved by focusing on the following outputs, shown in Table 3

Table 3 – Outputs

Outputs

More high quality active travel infrastructure in Aberdeen.	More EV charging and Hydrogen Refuelling Infrastructure and supporting measures in Aberdeen.
Maintenance of existing facilities in Aberdeen.	An Aberdeen Parking Framework.
Aberdeen Rapid Transit and faster, more frequent and more reliable public transport options.	Improved sustainable transport links to, from and within Aberdeen city centre.
More Car Club cars, more Car Club locations and more people signed up as Car Club members.	Mobility As A Service (MAAS) development in Aberdeen.
Development and delivery of the Aberdeen city centre and Beach masterplan.	An Aberdeen Parking Framework.
More hire bikes, locations and more people signed up as bike hire members. More bike refurbishment schemes.	Behaviour Change schemes and campaigns (Education, Information, Awareness raising) in Aberdeen.
Reallocation of road space in Aberdeen.	Enforcement of the Low Emission Zone (LEZ).
More interchange points between modes of transport.	Climate adaption measures built into new transport Infrastructure.

The LTS will also contain a series of actions and high level actions that the Council and partners will pursue in order to meet these objectives.

The actions and high level actions complement the overall vision, objectives and desired outcomes of the LTS. The Environmental Report therefore assesses the vision and each of the objectives and high-level actions (with supporting actions) identified in the LTS against the SEA topics (biodiversity, air, climatic factors, soil, water, landscape, population, human health, cultural heritage and material assets) in order to identify the likely significant effects of implementing the proposed Strategy.

1.3 SEA Activities to Date

Table 1.2 summarises the actions taken to date in the SEA process in the development of this Environmental Report.

Table 1.2: SEA Activities to Date

SEA Action/Activity	Date	Notes
Screening of the Aberdeen LTS refresh.	April - June 2021	Responses received from all consultation authorities confirming the requirement for SEA.
Determinations made confirming requirement for SEA	September 2021	
Scoping of the LTS Refresh, including consultation periods and level of detail to be included in environmental report	September 2021 – March	Responses received from all consultation authorities.

	2022	
Environmental baseline established Outline and objectives of the PPS Relationship with other PPS and environmental protection objectives Environmental problems identified Assessment of future of area without PPS Alternatives considered Environmental assessment methods established Selection of PPS alternatives to be included in environmental assessment Identification of environmental problems that may persist after implementation and measures envisaged to prevent, reduce and offset any significant adverse effects Monitoring methods proposed	September 2022– July 2023	Updated using suggestions from consultation authorities and internal discussions. Based on the suggested methodology in the Scoping Report.
Preparation and Consultation on the LTS and Environmental Report.	September – November 2023.	Responses received from all consultation authorities and a range of interested stakeholders and members of the public.
Finalisation of the LTS	November 2023 – March 2024	More streamlined document developed, with Actions moved into separate Action and Delivery Plan.
Preparation of the Final Environmental Report	November 2023 – April 2024	Updated to take consultation responses into account and to reflect final LTS content and structure.

Comments received from the Consultation Authorities on the draft Environmental Report are reproduced in Table 1.3 below, along with some information on how these comments have been taken into account in the development of the final Environmental Report.

Table 1.3: Comments received on the Environmental Report

Consultation Authority	Comment	ACC Response
Historic Environment Scotland (HES)	We note that the historic environment has been scoped into the assessment and we agree with this.	Noted.
Scottish Environment Protection Agency (SEPA)	**1. Relationship with other Plans, Policies and Strategies (PPS)** 1.1 We suggest that Aberdeen's forthcoming Low Emissions Zone (LEZ) is added to Table 3.1.	The table has been updated to reflect this.

	1.2 Some of the PPS included have themselves been subject to SEA. Where this is the case you may find it useful to prepare a summary of the key SEA findings that may be relevant to the Strategy. This may assist you with data sources and environmental baseline information and also ensure the current SEA picks up environmental issues or mitigation actions which may have been identified elsewhere.	Noted
	2. Likely evolution of the environment without the Strategy 2.1 In Table 3.2 we suggest that in relation to air and climatic factors possible changes could also include a failure to deliver the objective of the LEZ which is to improve air quality. The LEZ will need to be delivered alongside other measures that make active and public transport more accessible and affordable to be truly successful.	Noted.
	3. Baseline information 3.1 SEPA holds significant amounts of environmental data which may be of interest to you in preparing the environmental baseline, identifying environmental problems, and summarising the likely changes to the environment in the absence of the PPS, all of which are required for the assessment. Many of these data are now readily available on SEPA's website. Additional local information may also be available from our Access to Information unit (foi@sepa.org.uk).	Noted.

	3.2 Other sources of data for issues that fall within SEPA's remit are referenced in our SEA topic guidance notes for air, soil, water, material assets and human health.	Noted.
	4 Environmental problems 4.1 We consider that the environmental problems described generally highlight the main issues of relevance for the SEA topics within our remit	Noted.
	5. Alternatives 5.1 We are satisfied with the alternative strategic scenarios outlined. These should be assessed as part of the SEA process and the findings of the assessment should inform the choice of the preferred option. Any alternative actions or objectives to meet the strategic scenarios should also be assessed. This should all be documented in the Environmental Report.	Noted.
	6. Scoping in / out of environmental topics 6.1 We are content with the approach of scoping in all the environmental topics.	Noted.
	7. Methodology for assessing environmental effects 7.1 We recommend that the second Air Quality SEA objective be amended as there is no safe level of exposure to some air pollutants, especially for those who suffer from pre-existing health conditions. As is recognised in the Scottish Governments Cleaner Air for Scotland 2 Strategy, a precautionary approach	Objective amended to reflect this.

	should be adopted which reduces air pollutants such that the current statutory limit values set for the protection of health are met, but also reduces exposure to air pollutants. Therefore, an objective around reducing exposure to air pollutants would be more achievable.	
	7.2 We recommend that the third Air Quality SEA objective be amended to 'To limit air emissions to comply with *national air quality objectives and statutory limit values'*.	The objective has been amended to reflect this.
	7.3 The assessment table proposed to record the work seems reasonable. When it comes to setting out the results of the assessment in the table provide enough information to clearly justify the reasons for each of the assessments presented. It would also be helpful to set out assumptions that are made during the assessment and difficulties and limitations encountered.	Noted.
	8. Mitigation and enhancement 8.1 One of the most important ways to mitigate significant environmental effects identified through the assessment is to make changes to the strategy itself so that significant effects are avoided. The Environmental Report should therefore identify any changes made to the strategy as a result of the SEA.	Noted.
	8.2 We would encourage you to use the assessment as a way to improve the environmental performance of individual aspects of the final option; hence we support proposals for enhancement of positive effects as well as mitigation of negative effects.	Noted.
	9. Consultation Period 9.1 We are satisfied with the proposal for an eight week consultation period for the Environmental Report.	Noted.

	10. Outcomes of the Scoping exercise 10.1 We welcome proposals for the inclusion of a summary of how the comments provided by the Consultation Authorities at the Scoping stage have been taken into account in the preparation of the Environmental Report.	Noted.
Nature Scot	**Table 3.3 Environmental Problems relevant to the LTS** We suggest that consideration is given to Invasive non-native species (INNS) under Biodiversity, Flora and Fauna. Transport corridors are an important source for the spread of INNS throughout the area. Measures to reduce the potential for the spread of existing INNS populations should be considered in the strategy.	Noted.
Aberdeen City Council Climate and Environmental Policy Service		

2 ENVIRONMENTAL CONTEXT

2.1 Relationship with other PPS and environmental protection objectives

There are a number of plans, programmes, strategies and environmental protection objectives at international, national, regional and local level that have been addressed (either directly or indirectly) in the refreshed LTS, or their objectives reflected in the Strategy and the aspirations set for the future of transport in Aberdeen. These are listed in Table 2.1 below, with a more detailed analysis of the implications of each of these on

the LTS included in Appendix A, along with an identification of any constraints and/or targets that these impose.

Table 2.1: Plans, programmes, strategies and environmental protection objectives relevant to the LTS

	International Level
1	Habitats Directive
2	Birds Directive
3	European Biodiversity Framework for 2030
4	Paris Agreement
5	UN Framework Convention on Climate Change
6	EU White Paper, Roadmap to a single European transport area – towards a competitive and resource efficient transport system
7	EU Ambient Air Quality Directive
8	Environmental Noise Directive
	National Level
1	National Transport Strategy 2
2	Strategic Transport Projects Review 2
3	Transport (Scotland) Act 2019 and Transport (Scotland) Act 2001
4	National Planning Framework 4
5	Designing Streets
6	Cycling Action Plan for Scotland
7	Cycling by Design
8	National Walking Strategy: Let's Get Scotland Walking
9	Active Travel Task Force Delivery Plan
10	Active Travel Outcomes Framework 2019
11	Rail Enhancements and Capital Investment Strategy
12	Scotland's Accessible Travel Framework
13	Smart and Integrated Ticketing and Payments Delivery Strategy 2018
14	Scotland's National Marine Plan
15	Cleaner Air for Scotland 2
16	National Low Emission Framework
17	A Network fit for the Future: Draft Vision for Scotland's Public Electric Vehicle Charging Network
18	Scotland's Road Safety Framework (to 2030)
19	Wildlife and Countryside Act 1981 (as amended)
20	The Nature Conservation (Scotland) Act 2004
21	Scotland's Biodiversity Strategy: Its in Your Hands
22	The Conservation (Natural Habitats, &c.) Regulations 1994 (as amended) The Conservation (Natural Habitats, &c.) Amendment (Scotland) Regulations 2007
23	Water Environment and Water Services (Scotland) Act 2003
24	Water Environment (Controlled Activities) (Scotland) Regulations 2005
25	SEPA, Groundwater Protection Policy for Scotland: Environmental Policy
26	The Scottish Soil Framework
27	Climate Change (Scotland) Act 2009, Climate Change (Emissions Reduction Targets) (Scotland) Act 2019
28	Climate Change Delivery Plan

29	UK Air Quality Strategy
30	Air Quality (Scotland) Regulations
31	Update to the Climate Change Plan 2018-2032
32	Climate Ready Scotland: Climate Adaptation Programme 2019-2024
33	The Low Emission Zones (Emission Standards, Exemptions and Enforcement) (Scotland) Regulations 2021
34	National Flood Risk Assessment 2018
35	The Scottish Historic Environment Policies
36	The Planning (Listed Buildings and Conservation Areas) Act 1997
37	20% Reduction in Car km Route Map
38	Scottish Energy Strategy
39	Just Transition: A fairer, greener Scotland
40	Scottish Government Hydrogen Policy Statement
41	UK Hydrogen Strategy
42	Infrastructure commission for Scotland
43	Consultation on changes to building standards
44	**National Roads Development Guide**
45	**Free Bus Travel to Under 22s**
	Regional Level
1	Nestrans 2040 - Regional Transport Strategy
2	Nestrans Bus Action Plan
3	North East Bus Alliance Quality Partnership Agreement 2018
4	Nestrans – Fares and Ticketing Action Plan Update 2017
5	Nestrans State of the Bus Network report
6	Nestrans Park and Ride study
7	Nestrans Rail Action Plan
8	Nestrans Freight Distribution Strategy
9	Nestrans Freight Strategy
10	Nestrans Active Travel Action Plan
11	Nestrans Ultra Low Emission Vehicles Strategy
12	Aberdeen City and Shire Regional Parking Strategy
13	North East Casualty Reduction Strategy (2017)
14	Nestrans – Covid 19 Travel Behaviour Study
15	North East Scotland Roads Hierarchy Study
16	Health and Transport Action Plan
17	Aberdeen City and Shire Strategic Development Plan
18	North East Scotland Regional Economic Strategy
19	North East City Region Deal
20	North East of Scotland Local Biodiversity Action Plan
21	Forest and Woodland Strategy for Aberdeenshire and Aberdeen
22	River Dee Catchment Management Plan
23	North East Flood Risk Management Plan
	Local Level
1	Aberdeen Local Development Plan
2	Aberdeen Local Development Plan Transport and Accessibility Supplementary Guidance
3	Aberdeen Local Development Plan Planning Obligations Supplementary Guidance
4	Aberdeen Core Paths Plan
5	Aberdeen Air Quality Action Plan

6	Aberdeen Agglomeration Noise Action Plan
7	Aberdeen Local Outcome Improvement Plan
8	Mobility Strategy: Net Zero Aberdeen
9	Aberdeen City Council Delivery Plan
10	Aberdeen Active Travel Action Plan
11	Aberdeen Sustainable Urban Mobility Plan
12	Aberdeen Electric Vehicle Framework
13	Aberdeen Net Zero Vision, Strategic Infrastructure Plan and Routemap
14	Aberdeen City Centre Masterplan
15	Aberdeen Core Paths Plan
16	Council Climate Change Plan 2021-2025
17	Aberdeen Hydrogen Strategy
18	Local COVID-19 response planning
19	Aberdeen Adapts: Climate Adaptation Framework
20	Aberdeen Open Space Strategy
21	Road Safety Plan for Aberdeen City (2019-2022)
22	North and South Dee studies
23	Aberdeenshire Local Transport Strategy

Following this analysis of the relevant plans, policies, strategies, and environmental protection objectives, and following a main issues consultation with members of the public and key stakeholders, it is clear that the emerging LTS should:

- Seek to develop a safe and secure, efficient, and integrated transport system;
- Seek to encourage a mode shift away from the private car
- Encourage measures that reduce the need to travel;
- Ensure the conditions are in place to allow a widespread uptake of active and sustainable modes of transport, including walking, cycling, public transport, car sharing, car clubs, bike hire schemes and the adoption of cleaner fuel vehicles, and promote the use of such modes to the people of Aberdeen;
- Look to improve journey times and connectivity to, from and within the City by all modes of transport, prioritising the most sustainable first in line with the National Sustainable Travel Hierarchy;
- Improve the accessibility of the transport system, ensuring users benefit from a range of transport modes appropriate to their needs;
- Ensure that transport is affordable and does not contribute to social exclusion;
- Enable the efficient movement of freight throughout the City and encourage the transfer of freight from road to rail and sea;
- Participate in the development of a rejuvenated City Centre and Beach;
- Minimise the impact of transport on biodiversity, particularly within European-protected sites;
- Seek to minimise the environmental impact of transport in terms of reducing carbon and greenhouse gas emissions and helping to move towards the net zero emissions ambitions by 2045;
- Seek to improve air quality in Aberdeen;
- Ensure transport does not contribute to a further deterioration in noise quality in protected areas.
- Ensure people have the relevant information to make informed transport choices and that, in turn, decision makers are able to use data/ information to better develop the transport system and communicate with users
- Seek to make better use of the existing transport network ahead of building additional capacity
- Ensure that the transport system encourages healthy lives and access to health, both physical and mental

- Ensure the transport system is resilient, can react to unplanned circumstances and emerging technologies

2.2 Relevant aspects of the current state of the environment

Schedule 3 of the Environmental Assessment (Scotland) Act 2005 requires the Environmental Report to include a description of *the relevant aspects of the current state of the environment and the likely evolution thereof without the implementation of the Plan or Programme* and *the environmental characteristics of areas likely to be significantly affected*. Information has been gathered on the environmental context and baseline within which this LTS is being developed. Issues including air, climatic factors, water, soil, biodiversity, health, population, cultural heritage, landscape, and material assets have been included in establishing the environmental baseline. Detailed analysis of this data is included in Appendix B.

2.3 Characteristics of areas likely to be significantly affected

The analysis of the baseline information suggests that the strategy is likely to have more significant effects on certain areas than others. This is due to the sensitivity of those areas in terms of international, national and local designation such as the River Dee and Moray Firth Special Areas of Conservation (SACs), the AQMAs in the City and the recently-adopted NMAs. Although other areas may not be designated, the effects on those sites from the LTS could be cumulative. Information on these areas, including maps, is provided in Appendix C.

2.4 Environmental problems, likely evolution of the environment without the LTS and the possible role of the LTS in addressing this

The Environmental Report is required to identify the environmental issues, trends or problems in Aberdeen City, the likely evolution of the environment without the LTS, and the potential role of the LTS in addressing these. Environmental problems were identified through discussions with relevant officers, analysis of baseline data and pervious SEAs. This information is summarised in Table 2.2.

Table 2.2: Environmental problems, evolution without LTS and possible role for LTS

Environmental Topic	Issues/Trends/Environmental Problems	Likely Evolution without LTS	Possible role of LTS
Biodiversity	Transport development involves land take, 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, particularly oxides of nitrogen (NO_x), which can disturb or even lead to the loss of biodiversity of both land- and water-based ecosystems. Transport can contribute towards long-term water pollution through surface water run-off. The maintenance of the transport network and the practices involved in this can impact upon biodiversity	If the LTS is not implemented and demand for motorised travel increases, there will likely be a requirement for new and significant transport infrastructure to cope with this demand. Construction of such infrastructure could put pressure on biodiversity, including the loss and fragmentation of habitats, while increases in traffic and noise could disturb sensitive species. Without a local transport strategy which makes links to the importance of biodiversity and how to ensure development of the transport network takes account of this, there is a danger that this link will not be properly considered	The LTS must limit the negative effects of transport on biodiversity, by: • Having a section which specifically considers biodiversity and greenspace with specific actions and a high level action • Supporting the reduction of land take from transport, thus reducing the likelihood of damage to or disturbance/severance/ fragmentation of habitats and species; - relevant actions around taking opportunities to improve and create new habitats as part of transport improvement and maintenance schemes and also around changes to transport infrastructure should not only respect the character of all landscapes and reduce the negative effects of transport upon them but should also protect, conserve and enhance wildlife, habitats and landscapes. • Supporting the reduction of road traffic and therefore the impact of traffic on biodiversity in terms of air and water pollution, noise, and light. Mode shift is one of the 8 objectives in the LTS. • Support for investigating nature-friendly methods of reducing surface water run-off. Reference made in the Resilience section of the LTS as well as Biodiversity and Greenspace one. • Recognising the importance of providing information to people in the right places and ways to allow them to make sustainable choices. Referenced in the Travel Awareness and Information section of the LTS.

Air Quality	Three AQMAs have been declared in the City, largely as a result of high volumes of road traffic (see Appendix C). Exceedances of the annual mean limit for NO_2 and PM10 continue to be regularly exceeded at these locations. As well as impacting on human health (and even contributing towards premature death in some cases), air pollution, particularly NO_X, can disturb, or even lead to the loss of, biodiversity of both land- and water-based ecosystems. Environmental pollution can cause irreversible damage to buildings, especially old buildings which may be of cultural/ historical interest	If the LTS is not implemented, it is likely that demand for, and use of, motorised forms of transport will increase as the City develops, while opportunities to encourage transport mode shift to walking, cycling and public transport will be lost. Increased traffic will increase carbon dioxide emissions and energy consumption and air quality will continue to worsen, potentially leading to the implementation of more Air Quality Management Areas (AQMAs) in the City. Aberdeen City Council could fail in meeting its obligations under the Climate Change (Scotland) Act, while continued breaches of European air quality limits could see fines being imposed on the UK government, which could eventually filter down to the City Council itself. Without a local transport strategy which makes links to the importance of air quality and how to ensure development and use of the transport network takes account of this, there is a danger that this link will not be properly considered	The LTS must identify measures to reduce transport's contribution to poor air quality, including • Having a section which specifically considers air quality with specific actions and a high level action • Reducing the need to travel; • Reducing car, especially private 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. • Recognising the importance of providing information to people in the right places and ways to allow them to make sustainable choices

Climatic Factors	CO_2 emissions in Aberdeen continue to fluctuate, despite the Scottish Government's reduction targets. Transport is a significant contributor to these. There is an increased need to ensure that the City is able to adapt to the impacts of climate change, and that any new transport infrastructure is resilient and adaptive.	If the LTS is not implemented, it is likely that demand for, and use of, motorised forms of transport will increase as the City grows and develops, while opportunities to encourage modal shift to walking, cycling and public transport will be lost. Increasing car traffic will increase CO_2 and other greenhouse gas emissions and energy consumption, thus contributing towards climate change. If the LTS is not implemented, and the need for the transport system to be adaptive and resilient to climate change is not addressed, there is a risk that new infrastructure will be vulnerable to the effects of extreme weather events. The implications of this include: the transport system failing to operate effectively for the duration of such incidents, increased maintenance costs for repairs to damaged infrastructure, and reduced lifespan of transport infrastructure. Without a local transport strategy which makes links to the importance of considering climatic factors and how to ensure development and use of the transport network takes account of this, there is a danger that this link will not be properly considered	The LTS must identify measures to reduce transport's contribution to climate change, including • Having sections which specifically consider Climate Change Mitigation and Adaption and Resilience with specific actions and a high level action • 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. • Recognising the importance of providing information to people in the right places and ways to allow them to make sustainable choices While it is not the place of the LTS to specify design and construction materials, it nevertheless must seek to ensure that transport infrastructure is resilient to the impacts of climate change by encouraging the use of resilient materials.

Soil	Transport development has the potential to cause: • a decline in soil quantity; • an increase in sealed surfaces, thus increasing flood risk; • soil contamination (direct or indirect) through, for instance, increased air pollutants and run-off of contaminated water; and • the loss of prime agricultural land.	If the LTS is not implemented and demand for motorised transport increases, it may be necessary to construct further large-scale transport facilities, such as new roads and bridges, to cope with demand. Construction and use of such facilities could lead to land contamination and soil erosion. Pressure for the development of new transport facilities could also lead to the loss of any prime agricultural land remaining in the City.	The LTS can reduce the negative impacts of transport on soil by supporting the reduction of 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 SUDS 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	Although water quality is generally good in Aberdeen, river water quality is currently classed as 'moderate' or 'poor'. Run-off from roads and new transport infrastructure can negatively affect water or hydrological regimes. Transport Development has the potential to impact upon existing water courses and change the way in which water is distributed and absorbed by the land	If the LTS is not implemented and demand for motorised transport increases, it may be necessary to construct further large-scale transport facilities, such as new roads and bridges, to cope with transport demand, which could contribute to the pollution of nearby watercourses. It may also lead to poorer maintenance of the network which could lead to problems around run off and cause contamination Without a local transport strategy which makes links to the importance of considering water, the impact that maintenance can have on the movement of it, and how to ensure development and use of the transport network takes account of this, there is a danger that this link will not be properly considered	The LTS must contribute towards improving water quality by ensuring that measures are in place to reduce transport's impact on water including • Having a section which specifically considers resilience with specific actions around water/ flooding and maintenance and with a high level action around resilience • reducing and preventing run-off from transport schemes, • reducing the requirement for new large-scale transport facilities. • reducing the need to travel and reducing car dependency and by the facilitation and promotion of sustainable transport modes.

Landscape	Inappropriate transport development can reduce visual amenity.	If the LTS is not implemented, it is likely that demand for motorised travel will increase and this will necessitate the construction of new transport facilities, such as roads and bridges, throughout the City which could have a significant negative impact on the landscape character of Aberdeen. Without a local transport strategy which makes links to the importance of considering land use and how to ensure development and use of the transport network takes account of this, there is a danger that this link will not be properly considered	The LTS should support the protection of the landscape from the development of unsightly transport infrastructure. The LTS should have sections which specifically consider Land Use, Biodiversity and Greenspacewith specific actions and a high level action
Population	The population of Aberdeen and the surrounding region is increasing, thus putting an ever more onerous burden on a transport network. An ageing population raises implications for mobility and accessibility.	If the LTS is not implemented and the population of the City continues to increase, demand for transport will outstrip supply, leading to overcrowding of transport facilities. If improvements are not made to the walking, cycling and public transport environments, it is likely that most of the demand for transport will be for road transport, leading to increased congestion and pollution. Given an increasing ageing population too, it is likely that many could find themselves in a situation of transport poverty if public transport choices are not improved. Without a local transport strategy which makes links to the importance of considering climate, land use, the environment, the economy, health, placemaking and how to ensure development and use of the transport network takes account of this, there is a danger that the links between all of these aspects will not be properly considered and this will detrimentally effect how population is considered	The LTS should support the transport network's ability to cope with an increase in population, primarily through the development of a fit-for-purpose transport system that increases opportunities for walking, cycling and public transport use. This will ensure that increases in population are not matched with a commensurate increase in car travel, thus exacerbating congestion, pollution and noise. The LTS must take account of the needs of an elderly population, ensuring that people can remain mobile into old age and able to access the services and facilities they need. Rather than having a specific section for population, the thread of how the LTS should benefit the population should run all the way through from the key drivers to the vision, objectives, outcomes and topic areas.

Human Health	Pollution and poor air quality resulting from transport can reduce life expectancy, causing or exacerbating a number of respiratory conditions such as asthma. Transport noise is a serious problem, potentially leading to mental health conditions resulting from stress and sleep disturbance. A number of NMAs are identified in the Aberdeen Agglomeration Noise Action Plan (see Appendix C), where significant road and rail traffic noise affects areas of high population density. A transport system that favours sedentary over active forms of transport reduces opportunities for physical activity, which can lead to an increase in obesity and other life-threatening conditions including cancer and type 2 diabetes. Land take from transport development can reduce open space provision or reduce/sever access to open space which can have health implications in reducing opportunities for physical activity.	If the LTS is not implemented and a significant switch to healthy and active modes of transport, such as walking and cycling, is not achieved, various health issues, such as obesity, inactivity, and poor air quality, will continue to affect the population, causing increases in ill-health and potentially a reduction in life expectancy. Developmental pressures for new transport infrastructure to cope with the increased demand for road traffic could lead to the loss of areas of open space, reducing opportunities for physical activity. Without a local transport strategy which makes links to the importance of considering both physical and mental health and how to ensure development and use of the transport network takes account of this, there is a danger that the links between these aspects will not be properly considered	The LTS must support the reduction of transport-related pollution and emissions and reduction of transport's contribution to noise, especially in noise-sensitive areas. This should be done through measures to reduce the need to travel, and to reduce car travel in particular, while promoting and facilitating the use of cleaner and quieter modes. The LTS must improve conditions for pedestrians and cyclists to increase the number of journeys undertaken by active transport modes, and ensure that transport development does not reduce opportunities for active travel and outdoor recreation. Improvement of health should be recognised as one of the key drivers for the new LTS and the importance of mental and physical health should flow through the vision, objectives, outcomes and topic areas with both high level actions and actions of relevance

Cultural Heritage	Transport development contributes to land take which has the potential to put development pressure on (including loss of or damage to) known and undiscovered historical/heritage sites or features. Traffic increases and car 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 areas noted for their beauty or distinctiveness. Air pollution and vibrations resulting from transport activities can cause deterioration of buildings and monuments.	If the LTS 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 character of conservation areas. Without a local transport strategy which makes links to the importance of considering land use and how to ensure development and use of the transport network takes account of this, there is a danger that this link will not be properly considered	The LTS must seek to protect the historic environment from transport development by reducing the need for construction of large-scale facilities. The LTS must seek to reduce the impact of transport on protected areas through measures to reduce road traffic and street clutter. The LTS will consider placemaking as one of its key drivers with the vision, objectives and outcomes able to help realise this. A specific topic area around Land Use with a high level action and further actions will help enable this.
Material Assets	Aberdeen is characterised by high car ownership and usage resulting in problems of congestion and pollution. There are currently a number of deficiencies in Aberdeen's transport network, resulting in a transport system operating below its capabilities. This leads to congested roads, roads in need of maintenance, a limited cycle network, and a limited public transport and bus lane network	Without the LTS it is likely that a range of sustainable transport facilities (including walking and cycling routes, cycle parking, public transport hubs) would not be delivered, Without a local transport strategy which makes links to the importance of considering climate, land use, the environment, the economy, health, placemaking and how to ensure development and use of the transport network takes account of this, there is a danger that the links between all of these aspects will not be properly considered and this will have a detrimental effect on how material asset are considered.	The LTS must contribute to the development of a multi-modal transport system, in particular improving opportunities for travel by sustainable modes of transport and reducing reliance on the private car. Measures should include: • Improving and increasing pedestrian and cycle infrastructure; • Improving and increasing public transport infrastructure; and • Encouraging responsible vehicle use, including car sharing and membership of Car Clubs. • Providing opportunities refuelling of zsero emission vehicles and supporting/ investigating how this fuel can be produced and distributed in the most efficient way. • With regard to material assets, the LTS will not be anti-car or remove people's right to own a car. Rather it will support the development of options that make people less reliant on private cars and therefore use other material assets

			too. • This idea of mode shift will flow through the Vision, Objectives Outputs and topic areas • Reusing materials where possible

3 ASSESSMENT FRAMEWORK

3.1 Alternatives and Options

Two reasonable alternatives were considered for the purposes of the assessment:

- Do Maximum (the 'with LTS' scenario, which is the preferred option); and
- Business as usual (the 'without LTS' scenario).

This is a useful exercise in highlighting the impacts that the adoption and implementation of an updated LTS will have in comparison to the existing situation.

3.2 Scoping in/out SEA issues

During the Scoping stage of the SEA, Aberdeen City Council judged that all SEA topics should remain 'scoped in' as transport has the potential to impact upon all of these. The Consultation Authorities welcomed and agreed with this approach.

3.3 Assessment Framework

To assist in the assessment process objectives were identified for each SEA topic, along with questions to be considered when seeking to reach a conclusion on the environmental impact of each strand of the Strategy. These objectives and questions were identified through an analysis of the environmental problems, baseline data and other relevant plans, programmes and environmental protection objectives, and finalised through consultation with the relevant authorities. The full assessment framework is presented in Table 3.1.

Table 3.1: Assessment Framework

SEA Topic	Objective	Will the Vision/Aim/Objective/Action…
Biodiversity	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any species or habitat? Have any impact, either directly or indirectly, on the River Dee SAC. Have any adverse impacts on any nationally or locally designated site?
Air Quality	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?
Climactic Factors	To reduce the cause and effects of climate change. To limit or reduce the	Promote sustainable and active travel? Promote the use of clean fuels/technologies?

	emissions of greenhouse gases.	Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?
Health	To protect and improve human health. To ensure that the transport system is safe and secure.	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality?

	To retain and improve quality, quantity and connectivity of publicly accessible open space	Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Physically impact on any historic buildings/sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?

4 ASSESSMENT OF ENVIRONMENTAL EFFECTS

4.1 Assessment Summary

Having identified the main issues for the next LTS to cover, and presented these in the main issues report, the next stage was to identify different overarching approaches for the LTS to take in order to best meet these main issues.

In order to do this a Scottish Transport Appraisal Guidance (STAG) based approach was followed. This required a range of options to be identified.

The following final six options were taken forward for assessment;

- "Do Minimum" - Committed projects only with nothing in addition, routine management and maintenance.
- "Active Travel Max" – "Do minimum" plus extra prioritised investment in the planning,

implementation and promotion of walking, wheeling and cycling, infrastructure and supporting measures.

- "Public Transport Max" – "Do minimum" plus extra prioritised investment in the planning, implementation and promotion of bus and rail infrastructure and supporting measures

- "Low carbon fuels max" – "Do minimum" plus extra investment in the planning, implementation and promotion of low carbon refuelling infrastructure – Including EV and hydrogen – and supporting measures

- "Active, sustainable and low carbon transport system (positive encouragement/ do medium)" - An integrated option. "Do minimum" plus continuing to improve walking, wheeling. cycling and public transport infrastructure across the city, further developing plans for Aberdeen Rapid Transit and a Smart Transport App, further rollout of EV charging and hydrogen refuelling infrastructure and further encouragement of car club expansion. Supported by parking and traffic management approaches to demand management and all backed up by comprehensive awareness raising campaigns

- "Active, sustainable and low carbon transport system (Rebuilding the network/ Do maximum)". – An integrated option. "Do minimum" plus large-scale investment and engineering works to prioritise segregated cycle lanes and bus lanes on all major corridors on approach to the city centre and road space prioritised to active and sustainable modes throughout the city centre with motorised traffic restricted where space constraints exist. Will see delivery of Aberdeen Rapid Transit, evolution of Mobility as a Service and large-scale rollout of electric vehicle charge points, hydrogen refuelling infrastructure and car club vehicles across the city. All supported by major demand management measures – parking restrictions, increased parking tariffs and banning of certain vehicle types – to further encourage use of sustainable transport. All backed up by comprehensive awareness raising and educational campaigns.

Based on the final appraisal scores, the "Active, sustainable and low carbon transport system (Positive Encouragement/ Do medium)" and "Active, sustainable and low carbon transport system (Rebuilding the network/ Do maximum)" were the two highest scoring options. The "Do maximum" option scored better against the TPOs but not so strongly against the "Feasibility" and "Affordability" STAG criteria. However, given the nature of the "Key Drivers" and the timescales within which they need to be achieved, it is clear that considerable intervention is required in the transport network to achieve this and that greater aspiration than the "Do medium" is needed. Therefore, it is proposed that the LTS aims for and enables a "Do maximum" approach but acknowledges, from the outset, that this may be constrained by funding, resource, time constraints and the ability of external partners to deliver.

Full assessment tables are included in Appendix D.

4.2 Cumulative Effect Assessment

Paragraph 6 of Schedule 3, of the Environmental Assessment (Scotland) Act 2005 requires that a cumulative effect assessment is undertaken. Such an assessment has therefore been undertaken against each of the SEA topics. The detailed assessment is presented in Appendix E.

The key points of the cumulative assessment are:

- Largely positive impacts on biodiversity resulting from measures to reduce traffic

and hence land take and environmental pollution resulting from transport;

- Largely positive impacts on air quality and climactic factors resulting from measures to reduce the need to travel by car and to promote and facilitate the use of cleaner and more sustainable modes of transport;
- A largely neutral impact on soil and water, with some minor positive and negative impacts anticipated;
- A largely positive impact on the landscape in the long-term through reduced traffic and congestion, protection of the landscape, and reduced need for transport construction;
- A largely positive impact on the population resulting from reduced traffic and congestion and improved accessibility through the facilitation and promotion of non-car modes of transport;
- A largely positive impact on human health, through improving air quality, reducing the likelihood of road accidents and encouraging physical activity through walking and cycling;
- A largely positive impact on cultural heritage through reduced atmospheric pollution and improved accessibility of key buildings and sites; and
- A positive impact on material assets by outlining a range of improvements to the City's transport network which will benefit members of the travelling public and contribute to the development of a fit-for-purpose, safe and clean 21st Century transport system.

The Assessment therefore anticipates that the environmental impact of implementation of the refreshed Aberdeen Local Transport Strategy will be largely positive, in contrast to the 'without LTS' scenario which predicted the continued degradation of almost all environmental conditions represented in SEA, although some elements of the preferred option are anticipated to have negative impacts and will require mitigation and monitoring.

Positive impacts are predominantly permanent and long-term. Some of the negative impacts noted are short-term, others are more long-term and will require more thorough mitigation. Proposed mitigation measures are detailed in section 5.

No impacts have been judged as irreversible so, if the Strategy does not perform as anticipated and an unforeseen impact occurs, it will be possible in most instances to apply corrective action and reverse undesirable trends.

4.3 Compatibility Assessment

In order to ensure consistency of and compatibility between the objectives and policies actions of the LTS, a compatibility assessment was undertaken, the results of which comprise Appendix
F. This concluded that the objectives are compatible with one another and are unlikely to result in conflict. However, when assessing the policies, it became clear that Policy 40 (Lighting) is potentially incompatible with certain other objectives, largely because the objective is anticipated to contain an action of *"Consideration of lower lighting levels or reduced operating hours of lighting in low priority areas"*. The impact of such a measure on road safety (Policy 31) and levels of walking and wheeling, cycling and bus use (Policies 5,6 and 7) during the hours of darkness are uncertain, but it could be that such an action leads to an increase in road accidents and fewer people feeling comfortable walking,

cycling and using public transport during the hours of darkness. This must therefore be reflected in the mitigation stage of the assessment.

5 MITIGATION

The SEA Directive requires that, through mitigation measures, recommendations are made to prevent, reduce or compensate for any negative effects of implementing the PPS. Table 5.1 sets out the potential environmental problems remaining or arising from implementation of the LTS and summarises proposed measures for the prevention, reduction or offsetting of significant adverse effects.

Table 5.1: Proposed Mitigation Measures

SEA topic	Problem Identified	Proposed Mitigation Measures
Biodiversity	An increase in shipping could cause disruption to water-based species.	The conservation status of protected species will continue to be monitored and corrective action applied should this be seen to be in jeopardy.
	Roads maintenance work can result in short-term noise and pollution which can disrupt species.	Those undertaking works will be required to ensure that they are completed as quickly as possible, that noise and disruption are kept to a minimum and to make every effort to minimise the risk of pollution and any other adverse impacts resulting from such works.
	Winter maintenance treatments can have short-term negative effects in terms of salt run-off.	The Council will ensure that treatment materials used meet strict environmental standards and that every effort is made to minimise the risk of pollution resulting from works.
	An increase in cycle routes through areas of natural beauty and greenspace could disrupt species using such spaces and their habitats.	Any proposals within areas known for protected or vulnerable species and habitats will be required to demonstrate how disruption will be minimised and to investigate ways of enhancing biodiversity as part of scheme implementation.
	Maintenance of road verges can lead to loss of habitat for some species	Action in LTS to "Take opportunities to improve and create new habitats as part of transport improvement and maintenance schemes" within the Biodiversity and Green Space section.
	Links between transport and biodiversity need to be made	LTS will have specific Biodiversity and Green Space section with policy and actions

Air Quality	An increase in shipping would increase Port traffic (both sea and road) in an existing AQMA.	Some of this traffic may be displaced to the new Port development at Nigg Bay, away from the AQMA. The City Centre Masterplan recommends a series of measures to improve access to the City Centre for sustainable modes and to discourage unnecessary car travel. The Council will continue to work with partners in Nestrans and the Freight Forum to look at ways of minimising the environmental impact of freight traffic.
	Roads maintenance schemes can lead to queuing (thus increasing emissions) and displacement of traffic into quieter areas, albeit temporarily.	Those undertaking works will be required to ensure that works are completed in as timely a manner as possible. Diversionary signage will be used to guide road users to the most appropriate alternative routes.
	Reducing vehicle speeds can cause an increase in emissions.	It is hoped that any increase in emissions resulting will be offset by the creation of a safer travelling environment, encouraging more people to walk and cycle, especially in the City Centre, rather than travelling by car.
	An increase in motorcycling resulting from safety improvements could see an increase in harmful emissions.	It is hoped that any increase in emissions resulting will be offset by the creation of a safer travelling environment, encouraging more people to walk and cycle, especially in the City Centre, rather than travelling by car.
	A reduction in street lighting could potentially lead to fewer people walking and cycling in the evenings and an increase in car usage during these hours.	Any scheme of this nature will be undertaken on a pilot basis and the impacts monitored before full implementation takes place. Locations which experience high levels of walking and cycling will not be selected for piloting this scheme.
	Links between Air Quality and Transport need to be made	LTS will have specific Air Quality section with policy and actions

Climatic Factors	An increase in shipping and activity around the Port could see an increase in emissions.	It is hoped that this can be offset by a reduction in road freight thus ensuring no net increase in carbon emissions. The Council will continue to work with partners at Nestrans and in the Freight Forum to look at ways of minimising the environmental impact of freight movements.
	Roads maintenance schemes can lead to queuing, thus increasing emissions.	Those undertaking works will be required to ensure that they are completed in as timely a manner as possible. Diversionary signage will be used to guide road users to the most appropriate alternative routes.
	Reducing vehicle speeds can cause an increase in emissions.	It is hoped that any increase in emissions resulting from reduced vehicle speeds will be offset by the creation of a safer travelling environment, encouraging more people to walk and cycle, especially in the City Centre, ultimately resulting in no net increase in emissions.
	A reduction in street lighting could potentially lead to fewer people walking and cycling in the evenings and an increase in car usage during these hours.	This will be partly offset by the reduced carbon emissions resulting from reduced lighting and the implementation of more efficient lighting. Any scheme of this nature will be undertaken on a pilot basis and the impacts monitored before full implementation takes place. Locations which experience high levels of walking and cycling will not be selected for piloting this scheme.
	Links between Climate change and Transport need to be made	LTS will have specific Objective, Topic Area, Policy and associated actions around Climate Change

Soil	Risk of soil contamination resulting from road maintenance schemes.	Those undertaking works will be required to ensure that every effort is made to minimise the risk of pollution resulting from such works.
Water	An increase in the volume of freight transported by water could lead to an increase in water pollution.	This will continue to be monitored and corrective action applied if necessary.
	Road maintenance and improvement schemes and flood prevention schemes could result in the release of pollutants into watercourses during construction.	Those undertaking works will be required to ensure that every effort is made to minimise the risk of pollution resulting from such works.
	Winter maintenance activities could lead to run-off into watercourses.	The Council will ensure that treatment materials used meet strict environmental standards and that every effort is made to minimise the risk of pollution resulting from works.
	Runoff from existing transport infrastructure can contribute to poor water quality.	The Council will investigate retro-fitting of SUDS where appropriate.
	Making the links between transport and maintenance of the transport network and the impact this can have upon water	Having a section which specifically considers resilience in the LTS with specific actions around water/ flooding and maintenance and with a policy around resilience
Landscape	An increase in traffic management and/or speed reduction features can result in an unsightly environment.	The Council will ensure that signage and traffic management features are kept to a minimum and sensitively sited and use innovative design solutions where possible so that such features complement and integrate with the landscape rather than detracting from it.
	The presence of flood defences could detract from the landscape.	The Council will ensure that such features are kept to a minimum and sensitively sited and use innovative design solutions where possible so that such features complement and integrate with the landscape rather than detracting from it.
	Maintenance works, including winter maintenance activities can lead to an unsightly landscape, albeit temporarily.	Those undertaking such works will be required to do so in as speedy and efficient a manner as possible.

	Links between transport and land use need to be made	The LTS will contain a specific section on Land Use Planning with associated policy and actions.
Population	Proposals to reduce levels of street lighting could discourage vulnerable members of society from travelling during evenings and late at nights which could have negative social inclusion implications.	Any scheme of this nature will be undertaken on a pilot basis and the impacts on the public monitored before full implementation takes place. Schemes will not be implemented in busy areas where walking, cycling and public transport use are common during the hours of darkness.
	Road improvement and maintenance schemes can lead to delays and congestion.	Those undertaking works will be required to ensure that they are completed in as timely a manner as possible. Diversionary signage will be used to guide road users to the alternative routes.
	Without a local transport strategy which makes links to the importance of considering climate, land use, the environment, the economy, health, placemaking and how to ensure development and use of the transport network takes account of this, there is a danger that the links between all of these aspects will not be properly considered and this will detrimentally effect how population is considered	Rather than having a specific section for population, the thread of how the LTS should benefit the population should run all the way through from the key drivers to the vision, objectives, outcomes and topic areas.
	Road improvement and maintenance schemes can lead to delays and congestion.	Those undertaking works will be required to ensure that they are completed in as timely a manner as possible. Diversionary signage will be used to guide road users to the alternative routes

Health	Road improvement and maintenance schemes can increase noise.	Those undertaking necessary works will be required to ensure that works are completed as quickly as possible and that noise and disruption is kept to a minimum.
	Road accidents could increase should street lighting be limited in certain areas.	Any scheme of this nature will be undertaken on a pilot basis and the impacts on the travelling public, particularly in terms of safety (for all users) monitored before full implementation takes place.
	A reduction in street lighting could see a reduction in walking and cycling during the hours of darkness.	Any scheme of this nature will be undertaken on a pilot basis and the impacts on walking and cycling levels monitored before full implementation takes place. Locations where high levels of walking and cycling are typical will not be selected for piloting this scheme.
	Without a local transport strategy which makes links to the importance of considering both physical and mental health and how to ensure development and use of the transport network takes account of this, there is a danger that the links between these aspects will not be properly considered	Improvement of health should be recognised as one of the key drivers for the new LTS and the importance of mental and physical health should flow through the vision, objectives, outcomes and topic areas with both policies and actions of relevance
Cultural Heritage	An increase in traffic management features can result in an unsightly environment.	The Council will ensure that signage and traffic management features are kept to a minimum, are sensitively sited and use innovative design solutions where possible so that such features complement and integrate with the landscape rather than detracting from it, especially in conservation areas and around areas, buildings and structures of cultural or historical importance.
	Sites of cultural and/or historical importance may suffer from unsightly surroundings and vibrations as a result of transport improvement and maintenance activities.	Every effort will be made during such activities to preserve the setting of, and maintain access to, such sites. Those undertaking the works will be required to do so as speedily as possible in order to minimise disruption.

	Without a local transport strategy which makes links to the importance of considering land use and how to ensure development and use of the transport network takes account of this, there is a danger that this link will not be properly considered	With regard to material assets, the LTS will not be anti-car or remove people's right to own a car. Rather it will support the development of options that make people less reliant on private cars and therefore use other material assets too.

It is hoped, therefore, that any potential negative impacts of implementation of the LTS can be successfully mitigated or offset by the means outlined above.

6 MONITORING

Following adoption of the LTS and the Delivery Plan and as implementation commences, Aberdeen City Council will monitor the significant environmental effects of implementation. A monitoring exercise will be undertaken annually and the results reported and published on the Council's website.

Monitoring of a number of indicators will help the Council assess:

- Whether the LTS is having the desired effects in terms of minimising transport's impact on the environment;
- Whether any unintended consequences of implementation of the LTS have arisen that will require to be addressed; and
- Whether any other social or environmental changes are taking place that the LTS may have to address or respond to, either now or in the future.

The monitoring framework is outlined in Table 6.1.

Table 6.1: Proposed Monitoring Framework

Objectives	Ways to measure
TPO1 – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen	a) Air quality monitoring (PM10s and NOxs) – should have this annually from Council Air Quality Team b) Number of air quality management areas – can update on this annually c) Carbon dioxide emissions from road transport – Check if we get this from Air Quality Team d) figures for cars registered in Aberdeen - UK Government gov.uk website e) Plug in car and van sales relative to petrol and diesel – this should come quarterly from UK Government f) WACI - Number of tonnes of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by walking or wheeling instead of driving g) WACI - Reduction in NOx and particulates from people choosing active travel h) WACI - Residents who agree that the air is clean in their local area

TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare	a) Projects delivered, b) City Voice " Do you have access to a bike and, if so, how often do you use it? c) City Voice How often do you go walking? (For this we mean a continuous walk for at least 15 minutes outdoors.) d) City Voice - Could ask if they feel better/ if walking and cycling makes them feel more physically and mentally well e) City Voice - could ask a City Voice question about how easy they find it to travel to doctors appointments f) WACI - Number of serious long-term health conditions and premature deaths prevented every year by people choosing active travel
TPO3 - Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users.	a) Percentage of the carriageway considered for maintenance treatment, b) Monitoring of road traffic casualty statistics: killed/ seriously injured, children killed or seriously injured and slight casualty rate, c) safety improvements delivered (lighting, infrastructure improvements, d) City Voice. Could ask people as a city voice question how safe they feel using different modes, already ask "Traffic and Parking in your neighbourhood: do traffic and parking arrangements allow you to move around safely and meet your needs?"). e) WACI - number of residents who think the level of safety for walking and cycling in their local area is good f) WACI - number of residents who think the level of safety for walking and cycling for children is good g) % of Aberdeen streets covered by 20mph limit

TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.	a) Infrastructure delivered b) Public transport journey times, c) Road journey times d) City Voice: Moving around your neighbourhood: can you easily walk and cycle around using good quality routes e) Sample HGV journey time f) Active travel levels g) WACI - the net annual economic benefit for individuals and society from all active travel trips h) WACI - Of this, the amount from people with a car choosing tactive travel for transport in the past year. i) WACI - return active travel trips made daily in Aberdeen by people that could have used a car. j) WACI - Number of people who agree they can easily get to many places they need to visit without having to drive
TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive	a) Infrastructure delivered b) Usage of car club and bike hire schemes c) Monitoring of public transport times and public transport cost between regeneration areas to key destinations , d) Cost of public transport vs parking e) City Voice: Moving around your neighbourhood: can you easily walk and cycle around using good quality routes? f) City Voice: Public Transport for your neighbourhood: does public transport meet your needs? g) City Voice: Traffic and Parking in your neighbourhood: do traffic and parking arrangements allow you to move around safely and meet your needs? h) City Voice: Streets and Spaces in your neighbourhood: do buildings, streets and spaces create an attractive place that is easy to get around? i) City Voice: Thinking about the mode of transport you use most often, why so you use this mode of travel? What is your perception of getting around in Aberdeen by each of the following modes? j) City Voice: Which of the following modes have you tried in the last year? k) WACI - What proportion of residents said they 'do not cycle but would like to'? l) WACI - Number of residents that have access to an adult pedal cycle m) WACI - Households within 125m of cycle routes

TPO6 - Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather	a) Levels of walking and cycling b) bus patronage c) Opinions of people with specific city voice question – we had a covid one
TPO7 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.	a) Infrastructure delivered b) Downloads of Go-ABZ app
TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen	a) City Voice: When you travel into the city, how often do you travel using the following modes? b) City Voice: How do you usually travel to work, the city centre and for other trips? (please select your main mode). c) Hands up survey for school children - how do you usually travel d) City Voice: Number of cars or vans privately owned by household e) Car Club membership numbers f) WACI - Residents who travel by the following modes five or more days a week in Aberdeen g) SHS – crosschecks for car numbers and mode split. h) WACI - number of trips made by active travel each year i) Car KM Travelled by Local Authority Area. We don't currently have a more reliable way of measuring a 20% reduction in car km travelled. We could make a city voice question asking about car usage?

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Appendix A: Links to other PPS & Environmental Protection Objectives

	Name of PPS / Environmental Protection Objective	Requirements of the PPS	How it affects or is affected by LTS in terms of SEA issues
	INTERNATIONAL		
1	Habitats Directive	Promotes the maintenance of biodiversity by requiring Member States to take measures to maintain or restore natural habitats and wild species at a favourable conservation status, including robust protection for those habitats and species of European importance.	Care must be taken to ensure that any objectives, policies, actions and projects proposed or promoted by the LTS do not have a negative impact on habitats or species and that opportunities for enhancement are taken advantage of where appropriate.
2	Birds Directive	Promotes the protection of wild birds and their habitats.	
3	European Biodiversity Framework for 2030	Promotes the conservation and sustainable use of biological diversity.	
4	Paris Agreement	Sets binding obligations on industrialised countries to reduce emissions of greenhouse gases.	The LTS must ensure that the objectives, policies, actions and projects proposed or promoted by it promotes aim to reduce greenhouse gas emissions and do not contribute to, or hasten the acceleration of, climate change. The LTS must recognise and reflect the emphasis on carbon reduction and clean transport, as well as the policies set out for rail, air and sea travel which include completion of a single European sky, revision of airport slot regulation, innovation, technology, and safety.
5	UN Framework Convention on Climate Change	Sets an overall framework for intergovernmental efforts to tackle the challenge posed by climate change. It recognises that the climate system is a shared resource whose stability can be affected by industrial and other emissions of carbon dioxide and other greenhouse gases.	
6	EU White Paper: Roadmap to a single European transport area – towards a competitive and resource efficient transport system	Presents the European Commission's vision for the future of the EU transport system and sets the policy for the next decade, identifying four vision statements: • Growing transport and supporting mobility while reaching a • 60% emissions reduction target; • An efficient core network for multimodal intercity travel; • A global level playing field for long-distance travel and inter-continental freight; and Clean urban transport and commuting.	
7	EU Ambient Air Quality Directive	Sets legally binding limits for concentrations in outdoor air of major pollutants that impact upon public health such as particulates (PM_{10} and $PM_{2.5}$) and nitrogen dioxide (NO_2).	As emissions of these pollutants in urban areas are largely the result of transport, the LTS must address this and identify ways of reducing transport's contribution to poor air quality, including traffic reduction measures and the promotion and facilitation of non-polluting modes of transport. Appropriate

			objectives, policies and actions should be identified
8	Environmental Noise Directive	Sets out actions to avoid, prevent or reduce the harmful effects of noise, and aims at providing a basis for developing measures to reduce noise emitted by major sources, including road, rail, and air traffic..	The LTS must recognise transport's contribution to noise and seek to address this through developmental decisions and the promotion of quiet modes of transport. Appropriate policies and actions should be identified

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	NATIONAL		
1	National Transport Strategy 2	Sets the Scottish Government's long-term vision for transport, establishing 4 strategic outcomes to deliver to 2045: ❖ **Reduce Inequalities** ➢ Will provide fair access to services we need; ➢ Will be easy to use for all; ➢ Will be affordable for all; ❖ **Takes climate action** ➢ Will help deliver our Net Zero target; ➢ Will adapt to the effects of climate change; ➢ Will promote cleaner, greener choices; ❖ **Helps deliver inclusive economic growth** ➢ Will get people and goods where they need to get to; ➢ Will be reliable, efficient, and high quality; ➢ Will use beneficial innovation; ❖ **Improves our health and wellbeing** ➢ Will be safe and secure for all; ➢ Will enable us to make healthy travel choices; ➢ Will help make our communities great places to live;	The LTS must conform to the NTS and appropriate objectives, high level actions and actions should be identified to contribute to the delivery of the national vision. The LTS will need to reflect in particular the 4 strategic outcomes of the NTS.

2	Strategic Transport Projects Review 2	STPR2 recommendations are grouped under six themes: Improving active travel infrastructure Influencing travel choices and behaviours Enhancing access to affordable public transport Decarbonising transport Increasing safety and resilience on the strategic transport network Strengthening strategic connections 45 recommendations are made, some of which are specific to regions of Scotland. For the North East, the main ones are - Active freeways and cycle parking hubs - Aberdeen Rapid Transit - Perth-Dundee-Aberdeen rail corridor enhancements - Supporting integrated journeys at ferry terminals - Ferry vessel renewal and replacement and progressive decarbonisation - Investment in port infrastructure to support vessel renewal and replacement and progressive decarbonisation Rail freight terminals and facilities	The LTS should take account of these National expectations for transport in the north East of Scotland and will be expected to reflect them. All of these projects have potential to impact upon the 10 areas scoped in for the SEA.
3	Transport (Scotland) Act 2019	The Transport (Scotland) Act 2019 provides new powers for Local Authorities providing the opportunity for, amongst other things, greater control, and operation of local bus services as well as enhanced partnership working arrangements, enforcement of Low Emission Zones and discretionary powers to introduce a Workplace Parking Levy, all aimed at improving sustainable transport and reducing car use. Also pavement parking.	The LTS should take account of these things, especially their positive contribution to air quality, climate, health, and population.
4	Transport (Scotland) Act 2001	Local Transport Strategies have a statutory basis in the Transport (Scotland) Act 2001 ('the 2001 Act') which also makes provision for Scottish Ministers to provide guidance on the preparation of a LTS. Section 48 of the 2001 Act defines "relevant general policies" as including the local transport strategy. Therefore, if a local transport authority has a LTS in place, it will be considered to be a relevant policy for the purposes of consideration of the use of these powers. The Transport (Scotland) Act 2001) gives powers to Local Authorities around road user charging	The LTS should take account of these things

5	National Planning Framework 4	Sets out the Scottish Government's development priorities for the next 20-30 years, identifying 18 national developments which support the development strategy, 2 of which are directly relevant to transport in Aberdeen: Aberdeen Port extension at Nigg Bay; Development of a rapid transit system in Aberdeen (ART)	The LTS must reflect the Government's commitment to, and support the delivery of, these national developments. There may be a requirement for officers to assist in the development of local elements of the National Long Distance Cycling and Walking Network.
6	Designing Streets	Encourages an improvement in the quality of urban street design, stressing that this should derive from an intelligent response to location rather than the rigid application of standards. An appropriate balance must be struck between the needs of different user groups, and traffic capacity will not always be the primary consideration in designing individual roads and road layout.	The LTS must recognise and reflect these guidance documents, This guidance will also be essential in determining how The City's network of streets should be used following the updated Roads Hierarchy taking into account the effects of the AWPR now being open to ensure that the benefits of it are 'locked in'.
7	National Roads Development Guide	Follows the principles introduced in Designing Streets with a change in policy from a standards-based approach to one where designers, planners and roads engineers collaborate to develop a design-led solution.	
8	Cycling by Design	Cycling by Design provides guidance for cycling infrastructure design on all roads, streets and paths in Scotland. It aims to ensure that cycling is a practical and attractive choice for the everyday and occasional journeys of all people, particularly new, returning or less confident users. Contains 6 key principles for cycle route design – safety, coherence, directness, comfort, attractiveness, adaptability	The LTS should acknowledge the role of Cycling by Design in shaping the cycling network

9	Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030	Contains six strategic themes Safe Cycling Infrastructure Effective Resourcing Fair Access Training and Education Network Planning Monitoring Increase active travel budget to £320 million or 10% of the transport budget, whichever is greater, by 2024-25	The LTS should reflect these strategic themes and aspiration by Transport Scotland to increase active travel spend .
10	National Walking Strategy	Sets a national vision for walking, with 3 strategic aims: • Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being; • Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone; and • Enable easy, convenient, and safe independent mobility for everyone.	The LTS should reflect the vision and aims of the National Walking Strategy. Appropriate objectives, high level actions and actions should be identified to encourage and enable more walking in Aberdeen.

11	Active Travel Task Force Delivery Plan	- Local authorities and Regional Transport Partnerships will actively and consistently apply and evaluate the effectiveness of planning policy requirements (including travel planning) on local infrastructure builds such as roads, housing, schools, and NHS sites. - Delivery partners will set out long term costed active travel and other related strategies identifying pipeline projects for future delivery (see recommendation 1.2). - Places for Everyone will require applicants to commit to projects being part of active travel and related strategies, and to evaluate the impact of strategies - Delivery partners will provide evidence and evaluation of projects to help support decisions and respond to the demand from communities, such as Walking and Cycling Index (WACI) reports but including walking (refer to recommendation 2.3) - The Scottish Government has agreed to support Workplace Parking Levy proposals, due for Parliamentary consideration at Stage 2 of the Transport (Scotland) Bill in June 2019. - Local authorities will consider implementation of the Workplace Parking Levy in their local area and evaluate and report on impact if implemented. Local authorities will consider the promotion of car free days and evaluate impact.	The LTS should take account of these National expectations for active travel and look at how to reflect them at local level Appropriate objectives, high level actions and actions should be identified.
12	Active Travel Outcomes Framework 2019	2030 Vision for Active Travel: Scotland's communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys Objectives Cut carbon emissions and other pollution Delivering liveable, more pleasant communities Better health and safer travel for all Reducing inequalities - jobs, services, leisure Supporting delivery of sustainable economic growth	The LTS should reflect the vision of the Active Travel Outcomes Framework and identify ways of achieving the objectives locally. Appropriate objectives, high level actions and actions should be identified.

13	Rail Enhancements and Capital Investment Strategy	Projects contribute to the following objectives • Completion – projects which commenced in Control Period 5 and which are scheduled to complete early in Control Period 6 • Capacity – projects which will enhance the capacity of the network and help to meet future forecast demand projections • Connectivity – projects which will improve connectivity including the consideration of new stations and enhanced integration with other modes including cycling and walking • Competitiveness - projects which will further improve the competitiveness of rail as a mode of travel, with a focus on improved journey times and connections between key city hubs, promoting modal shift • Committed obligations – projects which address franchisee obligations • Innovation and low-carbon – projects which address the Government's desire to move towards a low carbon economy by greater use of modern, greener technologies	The LTS should recognise these objectives and support them at local level.
14	Scotland's Accessible Travel Framework	To achieve this, Transport Scotland have developed a series of overarching outcomes in their ten-year Accessible Travel Framework: - More disabled people make successful door to door journeys more often - Disabled people are involved in the design, development, and improvement of transport policies, services and infrastructure - Everyone involved in delivering transport information, services and infrastructure can support disabled people to travel - Disabled people feel comfortable and safe when using public transport including by being free of hate crime, bullying and harassment In 2016 Sustrans published a report on Transport Poverty in	The LTS should take account of these National expectations for accessibility and look at how to reflect them at local level, especially given their contribution to population and health.

		Scotland. This report presented the findings of research undertaken to examine the concept of transport poverty in Scotland and brought together data on three key contributing factors of car availability, household income and access to key services using public transport	
15	Smart and Integrated Ticketing and Payments Delivery Strategy 2018	Delivery strategy aims • Increase the smart ticketing and payment offering and take up across all transport modes • Increase smart ticketing interoperability across operators and modes • Encourage a higher level of consistency in the smart ticketing customer proposition for members of the public • Improve the provision of online ticketing and fares information along with the range of smart retail and payment options • Simplify and improve access to the right price for customers as a result of improved information and ticketing options • Increase the number of operator/local authority/ regional transport partnership smart ticketing or payment schemes implemented, to meet local needs • Ensure successful continuation of concessionary travel as an ITSO smart interoperable scheme • Facilitate wide as possible use of a standardised platform for all public transport providers, with the purpose of bringing true interoperability	The LTS should take account of these National expectations for ticketing and look at how to support them at local level, especially given their contribution to population and health.
16	Scotland's National Marine Plan	Vision - Clean, healthy, safe, productive, and diverse seas; managed to meet the long-term needs of nature and people. Objectives - Good environmental status descriptors - Achieving a sustainable marine economy - Ensuring a strong, healthy, and just society - Living within environmental limits - Promoting good governance - Using sound science responsibly Key priorities therefore include maintaining and developing the competitiveness and long-term future of the oil and gas sector by developing the position of Aberdeen and Aberdeenshire as a world-wide hub, securing increased recovery rates in Scottish	The LTS should take account of these National expectations for marine developments and look at how to support them at local level, especially given their potential impact on water, health, landscape, and population. Appropriate objectives, high level actions and actions should be identified.

		waters, and supporting collaboration between the oil and gas sector and low carbon energy.	
17	Cleaner Air for Scotland 2	Cleaner Air for Scotland 2 (CAFS 2) is shaped around 10 general themes - Health – A Precautionary Approach - Integrated Policy. - Placemaking - Data - Public Engagement and Behaviour Change. - Industrial Emissions Regulation. - Tackling Non-Transport Emissions Sources. - Transport - Increasing modal shift to active travel and public transport is key to further reductions in transport emissions. This will mean, amongst other objectives, providing a transport system that facilitates active travel choices, better public transport provision, embracing new technologies, and constraints upon private vehicle use, especially in urban centres where pollution and congestion are most acute. Establishment of Low Emission Zones in our four biggest cities is also important in this context - Governance, Accountability, Delivery • Further Progress Review	The LTS should look at how transport's contribution to poor air quality can be reduced and ensure that, in tackling areas of poor air quality, the problem is not moved elsewhere. Appropriate objectives, high level actions and actions should be identified.
18	National Low Emission Framework	The primary aim of the NLEF is to improve local air quality in areas where Scottish Air Quality Objectives (AQOs) are exceeded, or likely to be exceeded, and transport is identified as the key contributor.	The LTS should look at how transport's contribution to poor air quality can be reduced and ensure that, in tackling areas of poor air quality, the problem is not moved elsewhere. Appropriate objectives, high level actions and actions should be identified.

19	A Network Fit For The Future: Draft Vision for Scotland's Public Electric Vehicle Charging Network (Jan 2022)	- People have access to a well-designed and comprehensive public network of charge points. - The public electric vehicle network works for everyone regardless of age, health, income, or other needs. - Scotland has attracted private sector investment to grow the public electric charging network, ensuring it meets the needs of all people. - The public charging network is powered by clean, renewable energy and drivers benefit from advancements in energy storage, smart tariffs, and network design. People's first choice wherever possible is active and public transport with the location of electric vehicle charging points supporting those choices	The LTS must reflect this new emphasis on alternative-fuelled vehicles and demonstrate how Aberdeen can contribute to meeting the national vision and targets. Appropriate objectives, high level actions and actions should be identified.
20	Scotland's Road Safety Framework to 2030.	50% reduction in people killed by 2030 (National) 50% reduction in people seriously injured by 2030 (National) 60% reduction in children (aged <16) killed by 2030 (National) 60% reduction in children (aged <16) seriously injured (National)	A safe transport system is a key priority of the LTS. Aberdeen City Council is responsible for safety on the local network and has a statutory duty to provide a safe network (via road construction, accident investigation and analysis, traffic calming, setting speed limits and facilities for pedestrians and cyclists) and to deliver road safety education and provision of a safe network. Appropriate objectives, high level actions and actions should be identified.
21	Infrastructure Investment Plan	Provides an overview of the Scottish Government's plans for investment over the next decade, setting out the key requirements for each sector. For transport, the IIP builds on the projects identified in the STPR, as well as new longer term projects such as the dualling of the A96 from Aberdeen to Inverness, and reaffirms the need to improve rail infrastructure between Aberdeen and Inverness and between Aberdeen and the Central Belt.	The LTS should reflect these national aspirations and look to facilitate these plans. Appropriate objectives, high level actions and actions should be identified and a commitment to sustainable investment should be promoted at the outset

22	Wildlife and Countryside Act 1981 (as amended)	Gives protection to listed species from disturbance, injury, intentional destruction, or sale.	Projects emanating from the LTS should ensure that listed species are protected at all times.
23	The Nature Conservation (Scotland) Act 2004	Sets out a series of measures to conserve biodiversity and to protect and enhance the biological and geological natural heritage of Scotland. Places a general duty on all public bodies to further the conservation of biodiversity.	The LTS must seek to further the conservation of biodiversity and ensure that projects emanating from the Strategy do not have a negative impact on species or their habitats. Appropriate high level actions and actions should be identified.

24	Scotland's Biodiversity Strategy: It's in Your Hands	Sets a vision for the future health of Scotland's biodiversity.	The LTS must seek to further the conservation of biodiversity and ensure that projects emanating from the Strategy do not have a negative impact on species or their habitats. Appropriate high level actions and actions should be identified.
25	The Conservation (Natural Habitats, &c.) Regulations 1994 (as amended) The Conservation (Natural Habitats, &c.) Amendment (Scotland) Regulations 2007	Implement the Habitats and Birds Directive, providing for the: • designation and protection of European sites (e.g. SACs); • protection of European protected species from deliberate harm; and adaptation of planning and other controls for the protection of European sites.	The LTS must not adversely affect habitats and species protected under the Habitats and Birds Directives. A Habitats Regulation Assessment has been undertaken for the LTS.
26	Water Environment and Water Services (Scotland) Act 2003	Ensures that all human activity that can have a harmful impact on water is controlled.	The LTS must not promote development that would have adverse impacts on the water environment and lead to the authorities failing to ensure water bodies achieve good ecological status, as required in the Water Framework Directive by 2015. Appropriate high level actions and actions should be identified around treatment of water.
27	Water Environment (Controlled Activities) (Scotland) Regulations 2005	Implements the obligations of section 20 of the Water Environment and Water Services (Scotland) and the requirements of the Water Framework Directive (2000/60/EC). Sets out the framework for protecting the water environment that integrates the control of pollution, abstractions, dams, and engineering activities in the water environment.	
28	SEPA,Groundwater Protection Policy for Scotland: Environmental Policy	Seeks to protect groundwater quality by minimising the risks posed by point and diffuse sources of pollution and to maintain the groundwater resource by influencing the design of abstractions and developments, which could affect groundwater quantity.	
29	The Scottish Soil Framework (2009)	Promotes the sustainable management and protection of soils consistent with the economic, social, and environmental needs of Scotland.	The LTS should take account of this.

30	Climate Change (Emissions Reduction Targets) (Scotland) Act 2019	In direct response to the international Paris Agreement, the Climate Change (Scotland) Act 2009 was amended by the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019, increasing the ambition of Scotland's emissions reduction targets to net zero by 2045 There is also an interim target of a 75% reduction in emissions by 2030, relative to 1990 levels of carbon dioxide, methane, and nitrous oxide and 1995 levels of hydrofluorocarbons, perfluorocarbons, sulphur hexafluoride and nitrogen trifluoride. Further interim targets are set for reductions of at least 56% by 2020 and 90% by 2040, again relative to the 1990/95 baseline. To help ensure delivery of the long-term targets, the framework also includes statutory annual targets for every year to net zero.	The transport sector is the largest emitter of greenhouse gases in Scotland, accounting for 29% of all emissions in 2019 with road transport making up the majority of those emissions at 66%. Meeting the targets set out in the Act will therefore require a significant contribution from the transport sector, The LTS must therefore commitment to tackling climate change. Appropriate objectives, high level actions and actions should be identified
31	Climate Change Delivery Plan	Sets out the high level measures required to meet the targets set out in the Act, a number of which affect the transport sector including: • • reduce car kilometres by 20% by 2030; • • phase out the need for new petrol and diesel cars and vans by 2030 and light commercial vehicles by 2025 • • Establish a zero emission heavy duty vehicle programme to support innovation in the supply chain for HGVs • • decarbonise scheduled flights within Scotland by 2040; • • decarbonise Scotland's rail services by 2035; • • ensure that the majority of new buses purchased from 2024 are zero emission; • support transformational active travel projects.	The LTS must demonstrate commitment to tackling climate change. Appropriate objectives, high level actions and actions should be identified.

32	UK Air Quality Strategy (2007)	Seeks to render polluting emissions harmless. Sets objectives for protecting human health to be included in regulations for the purposes of Local Air Quality Management relating to concentrations of, amongst others, carbon monoxide, lead, nitrogen dioxide, ozone, and particulates.	As the majority of Aberdeen's air quality problems are caused by transport, the LTS must seek to lessen transport's impact through the implementation of appropriate objectives, high level actions and actions should be identified, particularly in the City Centre, and promote the uptake of cleaner, less harmful modes of transport.
33	Air Quality (Scotland) Regulations	Specify the pollutants that require assessment by local authorities in Scotland, the objectives that require to be achieved and expected compliance dates.	
34	Climate Ready Scotland: Climate Adaptation Programme 2019-2024	Contains 7 outcomes Outcome 1: Our communities are inclusive, empowered, resilient and safe in response to the changing climate Outcome 2: The people in Scotland who are most vulnerable to climate change are able to adapt and climate justice is embedded in climate change adaptation policy Outcome 3: Our inclusive and sustainable economy is flexible, adaptable, and responsive to the changing climate. Outcome 4: Our society's supporting systems are resilient to climate change Outcome 5: Our natural environment is valued, enjoyed, protected, and enhanced and has increased resilience to climate change Outcome 6: Our coastal and marine environment is valued, enjoyed, protected, and enhanced and has increased resilience to climate change Outcome 7: Our international networks are adaptable to climate change	The LTS should take account of these National expectations for climate and look at how to support them at local level, especially given their contribution to air quality and Climactic factors, health, and population. commitment to tackling climate change. Appropriate objectives, high level actions and actions should be identified
35	The Low Emission Zones (Emission Standards, Exemptions and Enforcement)	These Regulations make provision for the operation of low emission zone schemes.	Given that Aberdeen implemented a Low Emission Zone in 2022, the LTS will have to incorporate this.

	(Scotland) Regulations 2021		
36	National Flood Risk Assessment 2018	This gives access to the SEPA National Flood Risk Assessment (NFRA) and Potential Vulnerable Areas (PVAs) and Flood Maps:	The LTS should take account of these when considering transport schemes so as to avoid making flooding worse. commitment to tackling climate change. Appropriate high level actions and actions should be identified
37	The Scottish Historic Environment Policies	Provides a framework for more detailed strategic and operational policies for managing the historic environment	The LTS should contribute to the management of the historic environment in a sustainable way which avoids adverse impacts as a result of new development. commitment to tackling climate change. Appropriate high level actions and actions around land use should be identified
38	The Planning (Listed Buildings and Conservation Areas) Act 1997	Prescribes the approach to be taken in planning for listed buildings, conservation areas and designed landscapes and gardens.	The LTS should ensure that listed buildings, conservation areas and designed landscapes and gardens are not adversely affected by transport problems and transport projects. Appropriate high level actions and actions around land use should be identified
39	20% Reduction in Car km Route Map	The actions that the Scottish Government and local authorities in Scotland are taking to make it easier for people to reduce their car kilometres through four key sustainable travel behaviours. These behaviours are: - to make use of sustainable online options to reduce your need to travel - to choose local destinations to reduce the distance you travel - to switch to walk, wheel, cycle, or public transport where possible to combine a trip or share a journey to reduce the number of individual car trips you make, if car remains the only feasible option	The LTS will take account of this target and recognises the need to realise this in line with the Scottish Government's Sustainable Travel Hierarchy. This principle should flow through the LTS informing the appropriate objectives, high level actions and actions

40	Scottish Energy Strategy	To meet the Scottish Government's commitment to phase out the need for new petrol and diesel cars and vans by 2032 (now 2030), the Scottish Energy Strategy outlines the following actions: a) Expand our electric charging infrastructure between now and 2022, making 'range anxiety' a thing of the past; b) Work with each of our delivery partners to create Scotland's first 'electric highway' on the A9, with charging points along the route; c) Accelerate the procurement of ULEVs in the public and private sectors, transforming public sector car and van fleets by the mid-2020s and commercial bus fleets by the early 2030s; d) Introduce large scale pilots across the country, removing barriers and encouraging private motorists to use ULEVs; e) Address the particular challenges to expanding the charging infrastructure in Scotland, such as charging in tenement properties; and f) Take steps to better integrate electric vehicle policy with wider energy systems policy including renewable generation and energy storage systems. Consideration also needs to be given to the source of the electricity being used to charge electric vehicles. If they are to contribute to reducing carbon emissions, they must be powered by renewable energy. Hydrogen fuel cells are considered best suited for zero-emission heavy-duty vehicles versus battery technology. Rail - improved car parking at stations will help with uptake but accessibility by active travel and bus to stations will also be key	The LTS should take account of these National expectations for energy and look at how to support them at local level, especially given their contribution to air quality and Climactic factors, health, and population.
41	Scottish Government Hydrogen Policy Statement	The Scottish Government is committed to providing a supportive policy and regulatory environment to support hydrogen production and use and to enable Scotland to take a pioneering role in a growing global industry. This means: In the 2020s – Demonstration, accelerating market demand and getting the policy framework right: supporting research, innovation development and demonstration, building capability, and building partnerships with organisations and governments in	The LTS should take account of these National expectations for hydrogen and look at how to support them at local level, especially given their contribution to air quality and Climactic factors, health, and population. Aberdeen has been working on hydrogen projects since 2012 and is already significantly advanced in terms of its development than the rest of Scotland. Appropriate high level actions and actions around this should be identified

		Europe and beyond. Providing support for low-carbon hydrogen production and supporting the transition of existing supply chain companies in Scotland to develop and manufacture new technology in the hydrogen value chain. Establishing hydrogen demand in transport and industrial applications with supportive actions and investment, including access to public and private finance. In the 2030s – Production at Scale: scaling up and bringing down costs, developing the value chain for renewable and low-carbon hydrogen; developing competitive, large scale, low-cost hydrogen for domestic use. Developing floating hydrogen production and an export industry for hydrogen and its derivatives. By 2045 – Scaling up and global expansion: Enabling production of lowest cost green hydrogen for domestic use and for export, development of international hydrogen refuelling hubs, international transportation of hydrogen, including shipping and North Sea hydrogen pipeline infrastructure connecting Scotland to Europe.	
42	UK Hydrogen Strategy	This strategy sets out the approach to developing a thriving low carbon hydrogen sector in the UK to meet our ambition for 5GW of low carbon hydrogen production capacity by 2030.	The LTS should take account of these National expectations for hydrogen and look at how to support them at local level, especially given their contribution to air quality and Climactic factors, health, and population. Aberdeen has been working on hydrogen projects since 2012 and is already significantly advanced in terms of its development than the rest of Scotland. Appropriate high level actions and actions around land use should be identified
43	Draft infrastructure investment for Scotland 2021/2 – 2025/6	Draft Infrastructure investment Plan for Scotland 2021/2 – 2025/6 The Scottish Government has also accepted the Infrastructure Commission recommendation to develop an 'investment hierarchy' which prioritises enhancing and maintaining our existing assets over new build. Most of the underlying infrastructure that will be used in 30-years'time already exists today. It is therefore essential that these assets are most effectively and efficiently utilised, maintained and enhanced to net zero carbon readiness".	The LTS should take account of these National expectations for infrastructure investment and look at how to support them at local level, especially given their contribution to air quality and Climactic factors, health, and population. Of particular note is the idea of enhancing and maintaining existing assets over new build. Appropriate objectives, high level actions and actions should be identified and a commitment to sustainable investment should be promoted at the outset

		In July 2020 the Delivery Findings report was published which focussed on prioritising an inclusive net zero carbon economy, enabling sustainable places, and delivering a thriving construction industry.	
44	Consultation on changes to building standards	Consultation on changes to building standards The National Transport Strategy 2 sets out the strategic vision for Scotland's transport system and the Mission Zero for transport commitment - to reduce our emissions by 75% by 2030 and to net-zero by 2045 - Changes arising from proposals within section 7 (electric vehicle charging provision) will be subject to further development and implementation during 2022.	The LTS will be expected to take account of the likely increase of EVs on the roads and acknowledge the greater demand for recharging of these.
45	Just Transition A Fairer, Greener Scotland	Planning for a managed transition to net zero that maximises the economic and social opportunities, while managing the risks People in Scotland will grow up equipped with the knowledge and skills they need to engage with and benefit from the net zero transition, while putting in place safety nets so that no-one is left behind People with a stake in the transition will be involved in designing how we manage it, and action taken to reduce emissions and respond to a changing climate will build more resilient, healthy communities Spreading the benefits of the transition widely, while making sure the costs do not burden those least able to pay	The LTS should take account of these principles
	REGIONAL		
1	Nestrans 2040 - Regional Transport Strategy	In support of this vision, the strategy has been developed under four equal and overlapping pillars that align with and support the pillars of the National Transport Strategy • Equality: Promoting equality across the North East; • Climate: Reducing our impact on climate change and protecting the environment; • Prosperity: Help deliver inclusive economic growth across the North East • Wellbeing: Improving health, safety, and wellbeing across the North East.	The LTS should ensure its own objectives and subsequent outcomes, high level actions and actions align with these

2	Nestrans Bus Action Plan	Presents a programme of actions to achieve the bus proposals set out in the RTS, including infrastructure, information and ticketing proposals.	The LTS must take account of the Bus Action Plan and ensure sufficient high level actions and actions relating to bus are incorporated into the strategy
3	North East Bus Alliance Quality Partnership Agreement 2018	The alliance and region wide quality partnership agreement form a voluntary partnership with all partners contributing on an equal basis Overarching Objectives 1) Arrest decline in bus patronage in North East Scotland by 2022 2) Achieve year on year growth in bus patronage by 2025 Sub objectives A) To increase the mode shift proportion of people travelling by bus across the region B) To improve operational performance of the bus service C) To improve customer satisfaction with the overall level of service across the region D) To reduce emissions per passenger journey contributing to improved local air quality and reducing carbon emissions E) To improve access to public transport for all, reducing the equalities gap across the region by reducing barriers including cost and physical access.	The LTS must support the North East Bus Alliance Quality Partnership, given Aberdeen City Council's membership of it, and ensure sufficient high level actions and actions relating to bus are incorporated into the strategy
4	NESTRANS State of the bus network report	The report covers a wide range of issues related to the provision of bus services in the north east. It provides a baseline from which progress can be monitored on an annual basis. The key purpose of the report is to assist in identifying areas for action going forward.	The LTS must take account of the report and ensure sufficient high level actions and actions relating to it are incorporated into the strategy
5	NESTRANS Park and Ride study	A programme of Market Research to better understand the current usage, and barriers to usage, of Park and Ride ("P&R") in North East Scotland	The LTS must take account of the study and ensure sufficient high level actions and actions relating to it are incorporated into the strategy
6	Nestrans – Fares and Ticketing Action Plan Update 2017	NESTRANS Bus ticketing and fares action plan Supported Bus Service Fares Supported Bus Service Tickets Multi-Operator Smart Ticketing	The LTS must take account of the Fares and Ticketing Action Plan. and ensure sufficient actions relating to these are incorporated into the strategy

		E-ticketing Information and Promotion	
7	Nestrans Rail Action Plan	Identifies and suggests measures to addresses current issues and problems associated with rail travel in the north east and to/from the north east.	The LTS must take account of the Rail Action Plan. and ensure sufficient high level actions and actions relating to rail are incorporated into the strategy
8	Nestrans Freight Distribution Strategy	Sets out how Nestrans and its partners can assist in the delivery of more effective and efficient freight operations for the benefit of the north east of Scotland. Vision for freight distribution strategy To enable a freight network for the north east of Scotland that is both economically competitive and sustainable, and that supports a greener, healthier environment for both communities and operators.	The LTS must take account of the Freight Distribution Strategy and ensure sufficient high level actions and actions relating to freight are incorporated into the strategy.
9	Nestrans Freight Strategy	Despite the new harbour, a lot of traffic will continue to need to access the current harbour and its proximity to the city centre means any routeing strategy will have challenges in reducing unnecessary freight movements from some of the city centre routes. Construction and activity at the new harbour. (Nigg Bay) Probability of increased traffic in area.	The LTS must take account of the Freight Strategy and ensure sufficient high level actions and actions relating to freight are incorporated into the strategy.

10	Nestrans Active Travel Action Plan	Sets out a vision of an environment in which walking, and cycling are convenient, safe, comfortable, healthy, and attractive travel choices for everyday journeys, and identifies a strategic network of active travel routes linking Aberdeen City and the main towns of Aberdeenshire to be developed.	The LTS must take account of the Active Travel Action Plan and ensure sufficient high level actions and actions relating to active travel are incorporated into the strategy.
11	Nestrans Ultra Low Emission Vehicles Strategy	Objectives a. Ensure good infrastructure is in place to make travelling in ULEVs and recharging / refuelling simple across the north east of Scotland, including establishing strong links between charging points / hydrogen refuelling points and key sites b. Increase the adoption of ultra-low emission vehicles in public transport c. Ensure that ULEVs are the norm for the vast majority of private car owners by 2040 d. Help to deliver additional cost and emissions savings through economies of scale, partnership working, smart charging and other demand responsive systems e. Ensure that people have the right information to make informed choices about switching to ULEVs and signposting to information on grants and loans	The LTS must take account of the Ultra Low Emission Vehicle Strategy and ensure sufficient high level actions and actions relating to ULEVs are incorporated into the strategy.
12	Aberdeen City and Shire Regional Parking Strategy	Sets out a policy framework under which actions can be delivered at a local level to ensure the provision, management, and control of parking in the region works towards and supports the wider objectives of the RTS and the LTSs of Aberdeen City and Aberdeenshire.	The LTS must take account of the Parking Strategy and ensure sufficient high level actions and actions relating to parking are incorporated into the strategy.
13	North East casualty reduction strategy	North East Casualty reduction strategy The three Priority Focus Areas and their related outcomes are: 1) SPEED and MOTORCYCLISTS 1.1. Speed Outcome – Increase in the proportion of vehicles travelling at appropriate speeds on Scotland's roads to support reducing road casualty numbers. 1.2. Motorcyclists' Outcome – Improve the safety of	The LTS must take account of the Casualty Reduction Strategy and ensure sufficient high level actions and actions relating to casualty reduction are incorporated into the strategy.

		motorcycling by reducing the levels of motorcycle injury accidents on the road network to support reducing road casualty numbers. 2) PRE-DRIVERS, DRIVERS AGED 17-25, OLDER DRIVERS 2.1. Pre-driver Outcome – Improve Knowledge, positive attitudes, and safer behaviours of individuals in relation to road safety before they start driving. 2.2. Drivers aged 17 to 25 Outcome – Increase safer driving behaviours undertaken by young drivers after they pass their test. 2.3. Older Drivers' Outcome – Increase awareness and knowledge capability of older drivers, and their families, to make informed choices about safe driving. 3) CYCLISTS and PEDESTRIANS 3.1. Cyclists' Outcome – Reduce the number of cyclist casualties through good design, appropriate speed management, high awareness of and compliance with road traffic laws and safe practices by all road users. 3.2. Pedestrians' Outcome - Reduce the number of pedestrian casualties through good design, appropriate speed management, high awareness and compliance with road traffic laws and safe practices by all road users.	
14	Travel behaviour surveys	As part of the response to the Covid-19 pandemic Nestrans commissioned consultants Systra, to carry out a series of 10 travel surveys (every four weeks) to try and gauge how people in the North East of Scotland are traveling and how they expect to travel in the future, as well as finding out their current issues and concerns. These surveys will help us to inform and plan for travel and transport in the area, in the short to medium term during the Covid-19 restrictions and as we move forward out of them. Nestrans have secured grant funding from Paths for All, Smarter Choices, Smarter Places Open Fund, to help pay for these surveys.	The outcomes of these surveys will be useful in informing the LTS as they will demonstrate how people are moving around the city, their opinions of the transport network and how this changes with time.

15	North East Scotland Roads Hierarchy Study	The assessment resulted in the selection of the following approach to redefining the roads hierarchy: · Creation of three zones within the city centre with demand restriction for vehicles between them; and · Public transport and cycling corridors that will penetrate each of the zones while CCMP/Sustainable Urban Mobility Plan (SUMP) proposals for pedestrians, cycling and public transport will remain in the city centre. The Council resolved to note the proposed principles for the future distribution and management of traffic across the city following the opening of the AWPR, and to instruct officers to engage with stakeholders and the public on the proposed framework and intended hierarchy including an online consultation. An update to this report sets out a series of key roads hierarchy principles, which were approved by ACC in 2017. These were taken forward for use in the current study: a) Through traffic (that without an Aberdeen City destination) is directed (by road signing) to the AWPR; b) Peripheral traffic (i.e. Bridge of Don to Altens or Cults to Dyce or Bucksburn to Torry say) is directed to the AWPR; c) Traffic in Aberdeen with a destination away from Aberdeen is directed to the AWPR at the earliest opportunity (i.e. Mastrick to Peterhead is directed along the A96 Inverurie Road to the AWPR rather than through [the then city roads] Parkway/Ellon Road); d) The city centre should be considered as a destination rather than a through route for vehicle traffic. Crossing the city centre by car should be discouraged (whilst giving due consideration for access to the harbour). Access and exiting the city centre should, as far as possible, be by the same route. In other words, people accessing the city centre from the north and not using public transport, walking, or cycling should access it from the north, park in the north and return northwards. The same would be said for people accessing the city centre from the south and west. Crossing the city centre by foot/cycling/bus will be significantly improved by implementing the CCMP proposals. People in the north who particularly wish to access a south or west car park should be directed firstly round Aberdeen, as per b) above, then to access from the south or west. Similarly for	The LTS must take account of the North East Scotland Roads Hierarchy Study and ensure sufficient high level actions and actions which help to realise and build upon it are incorporated into the strategy.

		south and west access. e) The benefits of the AWPR must be 'locked-in' to prioritise the movement of active and sustainable travel through the reallocation of carriageway space, junction capacity and other traffic management/prioritisation measures, as defined in the Council's agreed Local Transport Strategy (LTS) 2016 to 2021, which is consistent with the principles of other local, regional, and national transport, land use, community planning and health strategies, plans and policies.	
16	Health and Transport Action Plan	Sets out 2 visions: 1. Transport and Public Health – *For people in Grampian to choose to travel by active modes,* and *for everyone in the region to live without unacceptable risk to their health caused by the transport network or its use*. 2. Health and Social Care – *For everyone in the region to be able to access the health and social care they need*, and *for the environmental impacts of journeys to be minimised*.	The LTS must take account of the Health and Transport Action Plan and ensure the theme of health is fully incorporated into the document with objectives, sufficient high level actions and actions supporting health.
17	Aberdeen City and Shire Strategic Development Plan	Presents a spatial strategy for the region, identifying three strategic growth areas which will comprise the main focus of future development, one of which is Aberdeen City. Proposes to significantly increase the region's population to 480,000 by 2030 and 500,000 by 2035. Requires more than 27,000 new homes in Aberdeen by 2030, and 196 hectares of employment land.	The LTS must take account of the Strategic Development Plan and ensure sufficient high level actions and actions relating to it are incorporated into the strategy.
18	North East Scotland Regional Economic Strategy	A key element of our Strategy is to invest in an infrastructure that caters for the needs of a high performing international city region economy and a growing rural hinterland – roads with capacity to cope with the demands of business; extensive air and sea links, digital connectivity to develop competitive business, and a competitive and accessible public transport system - To regenerate our city centre and towns to become vibrant and attractive places to live, work and invest in; - To unlock development potential and connectivity to international markets and allow the UK to maximise economic recovery while improving quality of life and attracting and retaining talent in the region; - To develop infrastructure for commuter, visitor, and freight transportation – nationally and internationally;	The LTS must take account of the Regional Economic Strategy and ensure the theme of economy is fully incorporated into the document with objectives, sufficient high level actions and actions supporting the economy.

		- To improve deployment of low carbon transport in the city and urban areas, through active travel networks; - To modernise our utilities infrastructure to support the economic growth ambitions; - To provide business and public sector organisations with a level playing field in current and next generation information and communications technology; - To improve access to/ around Aberdeen International Airport; - To enable Aberdeen to realise the development opportunities in the City Centre Masterplan and beyond To achieve these iv. Informed by assessment of 'cross-city connections', prioritise development of those transport and other intervention areas in the Aberdeen City Centre Masterplan that deliver the biggest economic impact vi. Prioritise the feasibility and appraisal of A96 Corridor Improvements and other key arteries xii. Secure significant improvements in the city's green / active travel (walking, cycling) network	
19	City Region Deal	Funded a strategic transport appraisal for North East to take a 20 year view	The LTS must take account of the City Region Deal and associated projects
20	North East of Scotland Local Biodiversity Action Plan	Ensures the protection and enhancement of biodiversity in the north east through the development of effective, local, working partnerships. Seeks to ensure that national targets for species and habitats, as specified in the UK Action Plan, are translated into effective local action.	The LTS must take account of the Biodiversity Action Plan and ensure that sufficient high level actions and actions relating to biodiversity feature in the strategy.
21	Forest and Woodland Strategy for Aberdeenshire and Aberdeen	Provides a framework for woodland development and management, including the protection of sensitive areas.	The LTS must take account of the Forest and Woodland Strategy.

22	River Dee Catchment Management Plan	Records the current state of the Dee catchment, including water quality, the type and extent of habitats and species in the catchment, and important land management activities. Identifies key issues and potential solutions through a series of actions.	The LTS must take account of the River Dee Catchment Management Plan
23	North East Flood Risk Management Plan	The plan sees most of Aberdeen sitting under a Potentially Vulnerable Area status	The LTS must take account of the Flood Risk Management Plan and ensure that sufficient high level actions and actions relating to flooding feature in the strategy.

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	LOCAL		
1	Aberdeen Local Development Plan	Presents a spatial strategy for the City in line with the Strategic Development Plan, and the policies by which development will be guided.	The LTS must take account of the Local Development Plan and ensure the themes within it of relevance to transport are transposed into the LTS with relevant high level actions and actions.
	Aberdeen Local Development Plan Transport and Accessibility Supplementary Guidance	Sets out the transport requirements for new developments	The LTS must take account of the Local Development Plan Guidance and ensure the themes within it of relevance to transport are transposed into the LTS with relevant high level actions and actions.
	Aberdeen Local Development Plan Planning Obligations Supplementary Guidance	Sets out the requirements for how developments should contribute to the a variety of things, including the transport network	The LTS must take account of the Local Development Plan Guidance and ensure the themes within it of relevance to transport are transposed into the LTS with relevant high level actions and actions.
2	Aberdeen Core Paths Plan	Provides a basic framework of routes sufficient for the purpose of giving the public reasonable access throughout their area, with a vision to *form a complete paths network throughout the City, encouraging healthy and sustainable access opportunities for all*.	The LTS must take account of the Core Paths Plan, support future development of it and contain relevant high level actions and actions to support it

3	Aberdeen Air Quality Action Plan	Recommends a range of initiatives to address air quality problems, focussing on increasing awareness, promoting sustainable transport, reducing the need to travel, improving traffic management and transport infrastructure, and implementation of a Low Emission Zone.	Transport is currently responsible for up to 90% of air quality problems on some corridors in Aberdeen and is one of the highest contributors to greenhouse gas emissions. The contribution of transport to air quality problems must therefore be recognised in the LTS and the LTS must contain relevant high level actions and actions relating to air quality
4	Aberdeen Agglomeration Noise Action Plan	• Describes how obligations under the Environmental Noise Directive will be delivered locally. Identifies Candidate Noise Management Areas (CNMAs) and Candidate Quiet Areas (CQAs) which will be offered protection from a deterioration in noise quality and an increase in noise from adjacent land uses or new development.	The LTS must recognise the increasing emphasis on noise pollution and that transport (road and rail) is responsible for unacceptable noise levels in all of Aberdeen's CNMAs. The LTS must contain relevant high level actions and actions relating to noise quality

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5	Aberdeen Local Outcome Improvement Plan	Our vision for 2026 is Aberdeen as a place where all people can prosper Stretch outcomes 1. No one will suffer due to poverty by 2026. 7. 95% of children living in our priority neighbourhoods will sustain a positive destination upon leaving school by 2026. 11. Healthy life expectancy (time lived in good health) is five years longer by 2026. 13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate 14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026 15. Addressing the nature crisis by protecting/ managing 26% of Aberdeen's area for nature by 2026.	The LOIP principles will be key in informing the LTS.
	Mobility Strategy: Net Zero Aberdeen	Key Outcome Reduction in traffic across the city Increased number of people taking public transport Increased number of people walking and wheeling Reduced emissions from transport Reduce the need for car travel, facilitating local services and 20-minute neighbourhoods Reduction in proportion of journeys by car to less than 50% by 2030 Strategic Objective Reduce the demand for travel Increase public transport options to encourage low carbon travel Extend and improve active travel networks for healthy, safer, and sustainable choices Decarbonise transport and increase uptake of low and zero carbon technology Low carbon transport decisions to support 20% car traffic reduction, mode shift and emission reductions Improved travel planning and better integration of transport networks, to enable modal shift	The Net Zero Mobility Strategy principles will be key in informing the LTS and will be reflected in the relevant objectives, outcomes, high level actions and actions.

6	Aberdeen City Council Delivery Plan	Policy Statements Economic 1. Assess the digital needs of the region, working with our partners to ensure the city has the required infrastructure. 3. Increase city centre footfall through delivery of the City Centre Masterplan, including the redesigned Union Terrace Gardens, Provost Skene House, and Queens Street development. 4. Support the Aberdeen Harbour expansion and work collaboratively to maximise tourism opportunities, including attracting high value cruises and energy transition activity in offshore renewables 9. Open negotiations to secure funding for a second Aberdeen City Region Deal. Place 1. Build up our existing strength in hydrogen technology. 2. Support efforts to develop the inward investment opportunities including Energetica corridor. 3. Refresh the local transport strategy, ensuring it includes the results of a city centre parking review; promotes cycle and pedestrian routes; and considers support for public transport. 4. Cycle hire scheme. 5. Continue to invest to resurface damaged roads and pavements throughout the city. 6. Development of locality plans across the city in conjunction with communities. 7. Build 2,000 new Council homes and work with partners to provide more affordable homes, ensuring future developments address the needs of a changing population.	The Council Delivery Plan policy statements will be key in setting the ground for a new LTS and also in informing it.
7	Aberdeen Active Travel Action Plan	To increase the number of people walking, both as a means of travel and for recreation, in recognition of the significant health and environmental benefits it can bring to our citizens. To foster a cycling culture in Aberdeen by improving conditions for cycling in Aberdeen so that cycling becomes an everyday, safe mode of transport for all. Support improvements to the trunk road network for the benefit of passengers and freight travelling to, from and within Aberdeen. To improve the condition of the road, footway, and cycle networks. To ensure the safe movement of traffic on carriageways,	Ensure that the LTS continues to set the context to allow the Active Travel Action Plan to be successfully supported. The Active Travel Action plan will be a daughter document to the LTS and will be referenced as such within it

		footpaths, cycle paths and pedestrian precincts to minimise delays caused by adverse winter weather. To work towards a road network where all users are safe from the risk of being killed or seriously injured, and the injury rate is much reduced. To ensure the Council manages and enforces the road network to ensure safety and effectiveness for the benefit of all users To promote and enable development that reduces the need to travel, minimises reliance on the private car and facilitates and encourages walking and cycling for everyday trips. To engage with members of the public, employers, and schools on travel behaviour change campaigns, events, and promotions and to provide the information that citizens and visitors need to let them undertake 'smarter' journeys in the City. To ensure that all young people have the opportunity to travel to school by active and/or sustainable modes of transport and are equipped with the necessary knowledge, skills, and infrastructure to allow them to undertake local journeys safely and independently. To contribute to Aberdeen's carbon emissions targets and develop climate resilient infrastructure. Improve accessibility to open spaces and contribute towards the development of the green space network through implementation of core paths and appropriate mitigation as part of transport scheme delivery. To improve the public realm by ensuring walkability and consequent traffic circulation (to enhance environment, aesthetic quality, and air quality of the City) for the benefit of shoppers, visitors, and residents.	
8	Aberdeen Sustainable Urban Mobility Plan	Vision - A city centre that is accessible to all, which enables healthy and sustainable lifestyles by prioritising the needs of those walking, cycling, wheeling, and using public transport and which contributes to wider aspirations to deliver a safe, sustainable, and economically buoyant city centre with an enhanced sense of place. The vision is supported by the following objectives: 1. Support delivery of the Roads Hierarchy by implementing measures to discourage, and reduce the number of, through-trips undertaken by private vehicles in the city centre. 2. Support delivery of the City Centre Masterplan, contributing to the regeneration of the city centre and enhancing the sense of	Ensure that the LTS continues to set the context to allow the SUMP to be successfully supported. The SUMP will be a daughter document to the LTS and will be referenced as such within it

		place by developing a network of streets that prioritise the movement of people over the movement of vehicles, whilst maintaining necessary and efficient access for business and industry. 3. Minimise the adverse environmental impacts of transport in the city centre, incorporating green infrastructure into new transport schemes wherever practicable, and ensure the city centre is resilient to the effects of climate change. 4. Ensure that the city centre is accessible to, and safe for, all, especially the most vulnerable members of society. 5. Encourage and enable more walking and cycling in the city centre, particularly through the provision of better and safer infrastructure. 6. Develop a network of safe and attractive cycle routes across the city centre, through the provision of low speed, low flow streets and segregated infrastructure, so that an unaccompanied 12-year-old child can safely cycle through the city centre. 7. Improve the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times. 8. Improve connectivity between key destinations in and around the city centre by sustainable modes of transport. 9. Improve opportunities for multimodal journeys to, from and within the city centre. 10. For vehicles undertaking essential journeys within the city centre, enable as many of these as possible to be undertaken by low emission vehicles	
9	Aberdeen Electric Vehicle Framework	• Identify how the city's charging infrastructure should be increased and managed • Ensure that the Council's policies and strategies facilitate a greater uptake of EVs • Outline what supporting measures are required • Identify the key groups that should be involved in delivering the framework • Set out the costs involved in delivering the framework	Ensure that the LTS continues to set the context to allow the EV Framework to be successfully supported. The EV Framework will be a daughter document to the LTS and will be referenced as such within it

10	Aberdeen Net Zero Vision, Strategic Infrastructure Plan and Route Map	Vision: Aberdeen to become a climate positive city at the heart of the global energy transition. Aim: to be a true national and international exemplar by becoming a climate positive city as soon as possible Strategic Infrastructure Plan Vision: to outline infrastructure projects which will contribute to the city's energy transition from fossil based to net carbon zero public sector; net carbon zero city and ultimately a climate positive city over the next few decades. Aim: to become a Net Carbon Zero City and ultimately a Climate Positive City. The plan mentions sustainable mobility as one of its strategic infrastructure goals and the critical success factors are: • Improved use of electric vehicles and infrastructure • Extend alternative fuel use (Hydrogen) for transport • Full pedestrianisation of urban streets • • Connected transport for ease of access to employability in low carbon sectors Net Zero Routemap sets out 6 areas for intervention Mobility Buildings & Heat Circular Economy Energy supply Natural Environment Empowerment	Ensure that the LTS continues to take account of the Net Zero Vision, Strategic Infrastructure Plan and Route Map and reflects them appropriately in actions and high level actions
11	Council Climate Change Plan 2021-2025	The Climate Change Plan 2021 – 2025 aims to demonstrate leadership, state [the Council's] ambitions and support [the Council's] progress with public sector climate duties. It sets a net zero target for Aberdeen City Council's own assets and operations and drives a significant increase in actions to reduce carbon emissions and to build resilience. Targets: To achieve net zero corporate carbon emissions by 2045 at the latest with interim targets of:	Ensure that the LTS continues to set the context to allow the mobility aspects of the Council Climate Change Plan to be successfully supported and delivered.

		- a reduction of at least 48% by 2025 - a reduction of at least 75% by 2030 (against Council 2015/16 reporting baseline)	
12	Aberdeen City Centre Masterplan	Vision - Aberdeen: A city centre for a global city Summary of the masterplan and delivery programme - Energising the city centre to deliver prosperity and better quality of life for all. Infrastructure priorities are • Re-locating car movement • A cycling city • Prioritising the bus • Improving rail linkage • Ensuring a resilient utilities infrastructure	Ensure that the LTS continues to take account of the City Centre Masterplan and reflects it appropriately in actions and high level actions
13	Aberdeen City Region Hydrogen Strategy and Action Plan 2015-2025	The **Aim** of this strategy is therefore to reinforce our place, now and in the future as the energy city by further enhancing the region's economic competitiveness, maximising the capacity and value of renewable energy, and giving greater energy security by being at the forefront of a hydrogen economy. To achieve this, the objectives of the strategy are to: **Objective 1**: Promote vehicle deployments by a range of stakeholders in the region **Objective 2**: Expand production and distribution of renewable hydrogen **Objective 3**: Develop hydrogen refuelling infrastructure **Objective 4**: Explore the roll-out of other tried and tested or innovative hydrogen uses **Objective 5**: Encourage the development of the hydrogen economy's supply chain, seeking opportunities for the region's existing energy expertise to diversify and benefit from this growing industry **Objective 6**: Promote a greater understanding and acceptance of hydrogen technologies through communication and education activities **Objective 7**: Ensure strategy and policy development at all levels of government are supportive of hydrogen technologies.	Ensure that the LTS continues to take account of Hydrogen Strategy and Action Plan and reflects it appropriately in actions and high level actions

14	Aberdeen Adapts: Climate Adaptation Framework	The Aberdeen Adapts Framework sets out 5 cross cutting priorities, providing a focus for adaptation in Aberdeen: • Protecting buildings and infrastructure. • Safeguarding our natural environment. • A healthy society and strong economy. • Building understanding. • Collaborative working.	Ensure that the LTS continues to take account of Aberdeen Adapts and reflects it appropriately in actions and high level actions
15	Aberdeen Open Space Strategy	Vision: A network of attractive, appealing, well connected community places. Places for everyone to enjoy for health, learning, recreation, and nature.	Ensure that the LTS continues to take account of the Open Space Strategy and reflects it appropriately in actions and high level actions
16	Road Safety Plan for Aberdeen City (2019-2022)	Vision: A future where no one is killed on North East roads [Aberdeen City roads], and the injury rate is much reduced. Outcome: A steady reduction in the number of those killed and seriously injured on North East roads. In step with the NECRS, the plan also identifies with the five specific themes for enhancing road safety: - Engineering, to provide safer roads infrastructure - Education, in our schools - Encouragement, to encourage safer driver and pedestrian behaviour - Evaluation, of our findings; and - Enforcement, through appropriate legislation and Policing by City Wardens and Police Scotland.	Ensure that the LTS continues to take account of the Road Safety Plan and reflects it appropriately in actions and high level actions
17	Aberdeenshire Local Transport Strategy	Taking into account the impact of commuter traffic generated from within Aberdeenshire into Aberdeen City, the LTS aims to support partners at Aberdeen City Council in the delivery of their own LTS and the main development plans.	Ensure that the LTS takes account of Aberdeenshire's LTS to ensure joined up thinking across the borders.

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Appendix B: Baseline data, targets and trends affecting Aberdeen City

Biodiversity

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Special Areas of Conservation (SAC)	Aberdeen - 1 site (River Dee SAC) (155 hectares). Qualifying features include Otter, Atlantic Salmon and Freshwater Pearl Mussel. Also of significance to Aberdeen is the Moray Firth SAC as bottlenose dolphins from this population frequently use the waters off Port of Aberdeen and Aberdeen Bay for foraging.	Aberdeenshire - 18 sites To maintain or improve the condition of qualifying features of the designated sites.	No trend. Planning policies have generally prohibited developments within international and national designations that may harm these sites, though indirect impacts are affecting some important wetland sites.	New development has the potential to put pressure on sites. The River Dee's designation as a Special Area of Conservation will have a knock-on effect on future development within the river's catchment.	Nature Scot https://sitelink.nature.scot/home
Sites of Special Scientific Interest (SSSI)	Aberdeen - 4 SSSIs (47ha)	Aberdeenshire - 75 SSSIs The main targets to be achieved are the conservation and enhancement of designated sites and permitting only those developments that will not adversely affect these designations directly and indirectly unless the proposal will be of national benefit to the population.	No trend.	New development has the potential to put pressure on sites. Impact from leisure and recreation uses - improving access to designated sites could be damaging to some sites.	As above.

Local Nature Conservation Sites	Aberdeen – 45 sites	Aberdeenshire: Sites of Interest to Natural Science sites - 79 Targets as above.	As above.	As above.	As above.
Local Nature Reserves	Aberdeen – 0	Aberdeenshire – 2 sites (28ha) Targets as above.	As above.	As above.	As above.
Ancient Woodland	Aberdeen – 140 sites	Aberdeenshire – 2584 sites (45,000ha) Targets as above.	As above.	As above.	As above.
Condition of qualifying features of River Dee SAC	Qualifying features and last assessed condition: • Atlantic salmon – favourable maintained • Otter – favourable maintained • Freshwater pearl mussel- unfavourable no change	Improvement in conditions in the River Dee.	No changes in condition of qualifying features.	New development has the potential to put pressure on the River Dee SAC through habitat loss, recreational impact, water abstraction, pollution and disturbance.	Nature Scot https://sitelink.nature.scot/home

All Local Nature Conservation Sites in Aberdeen are listed in the table below:

Site	Designation
Aberdeen-Inverness and Kittybrewster Railway Line	LNCS
Allan Park Pond	LNCS
Baads Moss	LNCS
Balgownie-Blackdog Links	LNCS
Balnagask to Cove	SSSI, LNCS
Bucksburn	LNCS
Corby Loch	SSSI, LNCS
Culter Burn	LNCS, TPO
Culter Compensation Dam	LNCS
Cults Den	LNCS, TPO, CA
Cults Quarry	LNCS
Deeside Old Railway Line	LNCS, CA
Denwood-Hazlehead	LNCS
Den of Leggart	LNCS
Den of Maidencraig	LNR, LNCS, TPO
Den of Moss-Side	LNCS
Farburn Wood	LNCS
Foggieton	LNCS
Grandholme Moss	LNCS
Hazlehead Park	LNCS
Hillhead Road	LNCS
Hilton Woods	LNCS
Kinaldie Den	LNCS
Kincorth Hill	LNCS
Leuchar Moss	LNCS
Loirston Loch	LNCS
Moss of Auchlea	LNCS
Murtle Den	LNCS, TPO
Old Manse Road	LNCS
Peterculter	LNCS, TPO
River Dee Corridor	SAC, LNCS, TPO, CA

River Don Corridor	LNCS, TPO, CA
Rotten of Gairn	LNCS
Rubislaw	LNCS, CA
Rubislaw Quarry	LNCS
Scotstown	SSSI, LNR, LNCS, TPO
Southlasts Mire	LNCS
Stoneyhill Wood	LNCS, TPO
Three Hills	LNCS
Tullos Hill	LNCS
Walker Dam and Rubislaw Link	LNCS
Westburn of Rubislaw	LNCS
West Cults Woodland	LNCS
West Hatton	LNCS
Woodlands Wood – Beidleston	LNCS
Key: LNCS – Local Nature Conservation Site SSSI – Site of Special Scientific Interest TPO – Tree Preservation Order CA – Conservation Area LNR – Local Nature Reserve SAC – Special Area of Conservation	

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Air & Climatic Factors

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Carbon dioxide (CO_2) emissions (kt)	Aberdeen City 2016 - 1,287.4 2017 - 1,239.4 2018 - 1,199.9 2019 – 1,166.9 2020 – 1,010.6	Aberdeenshire 2016 – 1,694.2 2017 – 1,646.8 2018 – 1,595.0 2019 – 1,526.2 2020 – 1,360.4 The Climate Change (Scotland) Act (2019) requires a 75% reduction by 2030 , 90% reduction by 2040 and net zero by 2045.	CO_2 emissions showing a steady decline. Larger decline in 2020 may have been influenced by COVID-19 and travel restrictions.	Transport is a significant contributor to Aberdeen's C02 emissions: Road Transport (A Roads): 379kt Road Transport (Minor roads): 244kt Railways: 5.5kt Transport Other: 3kt	National Atmospheric Emissions Inventory: https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2019 UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2020 - GOV.UK (www.gov.uk)
Per Capita CO_2 Emissions (kt)	Aberdeen City 2016 – 5.6 2017 – 5.4 2018 – 5.3 2019 – 5.1 2020 – 4.4	Aberdeenshire 2016 – 6.5 2017- 6.3 2018 – 6.1 2019 – 5.8 2020 – 5.2 The Climate Change (Scotland) Act (2019) requires a 75% reduction by 2030 , 90% reduction by 2040 and net zero by 2045.	Per capita CO_2 emissions have fallen slightly in recent years.	Transport is a significant contributor to per capita emissions.	As Above

Road Transport CO_2 emissions (kt)	Aberdeen City 2016 – 305.5 2017 – 304 2018 – 295 2019 – 326.8 2020 – 254.7	Aberdeenshire 2016 – 662.3 2017 – 671.5 2018 – 633.8 2019 – 636.3 2020 - 507	Slight increase in Aberdeen City in 2019 but fallen back in 2020. However, this was a COVID-19 year when travel was restricted.	Transport remains a significant contributor to CO_2 emissions.	As Above
Air quality ($N0^2$) in µ g/m_3	Aberdeen City Market Street • 2016 – 36.0 • 2017 – 35.0 • 2018 – 31.0 • 2019 – 33.0 • 2020 – 22.0 Union Street • 2016 – **46.0** • 2017 – **43.0** • 2018 – **40.0** • 2019 – 38.0 • 2020 – 24.0 Anderson Drive • 2016 – 22.0 • 2017 – 21.0 • 2018 – 19.0 • 2019 – 17.0 • 2020 – 12.0 Wellington Road • 2016 – **40.0** • 2017 – **46.0** • 2018 – 39.0 • 2019 – 39.0 • 2020 – 25.0 Errol Place • 2016 – 23.0 • 2017 – 21.0 • 2018 – 26.0 • 2010 – 21.0 • 2020 – 23.0 King Street • 2016 – 28.0	Aberdeenshire Inverurie 1-2 • 2016 –31.5– 10.5 • 2017– 27.7 – 8.8 • 2018 – 26.4 – 10.3 • 2019 – 25.9 – 8.9 Peterhead 1-4 • 2016 – 25.4 – 21.4 • 2017 – 25.2 – 26.3 • 2018 – 24.8 – 21.6 • 2019 – 17.3 – 19.9 Ellon 3 • 2016 – 24.3 • 2017 – 22.0 • 2018 – 21.2 • 2019 – 21.5 Westhill 2 • 2016 – 22.4 • 2017 – 19.0 • 2018 – 18.8 • 2019 – 17.8 EU annual mean limit value (40 µg/m_3)	NO2 emissions have been falling at all 6 monitoring stations since 2016 with no exceedances at any sites since 2019.	Regular exceedances of the annual mean limit value were observed at 2 of the 6 monitoring stations between 2016 and 2018. The location of the Harbour is a driver of poor air quality in the City Centre. There is a need to increase energy efficiency and reduce our reliance on private transport to improve air quality, greenhouse gas emissions and health. Traffic growth arising from new development may be a constraining factor in the future.	2021 Air Quality Progress Report For Aberdeen City Council 2020 Air Quality Progress Report For Aberdeenshire Council

	• 2017 – 28.0 • 2018 – 23.0 • 2019 – 22.0 • 2020– 16.0				
Air quality (PM10) in µg/m3	Market Street • 2016 – 12 • 2017 – 11 • 2018 – 17 • 2019 – 13 • 2020 - 10 Union Street • 2016 – 13 • 2017 – 13 • 2018 – 15 • 2019 – 12 • 2019 – 10 Anderson Drive • 2016 – 12 • 2017 – 12 • 2018 – 14 • 2019 – 13 • 2020 – 9 Wellington Road: • 2016 – 16 • 2017 – 13 • 2018 – 17 • 2019 – 14 • 2020 – 14 Errol Place • 2016 – 12 • 2017 – 11 • 2018 – 14 • 2019 – 14 • 2020 – 11 King Street • 2016 – 16 • 2017 – 12 • 2018 – 14	No PM10 monitoring carried out in Aberdeenshire. EU annual mean limit value (40 µg/m3). 2010 annual mean Scottish Objective - 18 µg/m3	Fluctuations – little change overall between 2016 and 2020.	No PM10 exceedances were recorded between 2016 and 2020.	2021 Air Quality Progress Report For Aberdeen City Council

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	• 2019 – 14 • 2020 – 11				

Land and Soil

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Land contamination	No statutorily identified contaminated sites in Aberdeen. 900 potentially contaminated sites.	There are 4 statutorily identified contaminated sites in Aberdeenshire.	Legal regime is in place to deal with contaminated sites therefore this position should improve in the future.	Contaminated land places financial and technological constraints on development. Contaminants may also escape from development sites and cause air, land, surface water and ground water pollution and in some cases may even damage buildings and Underground services, and contaminate the food chain.	Aberdeen City Council (2001) *Contaminated Land Inspection Strategy*, http://www.aberdeencity.gov.uk/web/files/Pollution/ContaminatedLandInspectionStrategy.pdf Aberdeenshire Council (2009) *Public Register of Contaminated Land*, http://www.aberdeenshire.gov.uk/environmental/strategy/PublicRegisterofContaminatedLandAug2009.pdf SEPA (2009) *Dealing with Land Contamination in Scotland: A review of progress 2000-2008*, http://www.sepa.org.uk/library/library-search.aspx?q=land

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Prime agricultural land	Aberdeen contains very little prime agricultural land.	Aberdeenshire's prime agricultural land is concentrated in central and southern Aberdeenshire.	Net loss of Scottish agriculture land from roads, housing and industry has doubled from 588ha in 1989 to 1,402ha in 2003.	Prime agricultural land may require further protection from development as demand for development rises and as land for food production rises.	Scottish Executive Statistics (2005): Economic Report on Scottish Agriculture, http://www.scotland.gov.uk/Publications/2005/06/22904 02/05121 Scottish Government (2009): The Scottish Soil Framework, http://www.scotland.gov.uk/Publications/2009/05/20145602/6
Soil Erosion	From Berwick to Aberdeen, the coastline is eroding, but is stable where there are rocky coasts or coastal defences. From Aberdeen to Inverness the coastline is largely eroding, but parts are being replenished with sand and gravel from larger rivers.	The north of Scotland is mostly stable with little erosion, but south of Mallaig, towards Carlisle, the coastline is predominantly eroding but stable where there are rocky coasts or coastal defences. Precipitation will be greater in the west due to the west-east precipitation gradient.	The coastline is predominantly eroding along the east. Autumn/Winter rainfall is predicted to increase, giving rise to winter storms and affecting runoff and (wind and water) erosion. Upland schemes such as wind farm access roads and recreation tracks (e.g. mountain biking) on steep ground can increase surface water runoff and lead to significant soil loss (e.g. gullies).	Coastal erosion mostly where there are no rocks or coastal defences. Increase silting of rivers from fluvial flooding. Increase in soil erosion from wind and water which may also be exacerbated by bad land use practices, such as locating tracks/access roads on steep/ upland ground. Increasing use of motorised vehicles on sand dunes is contributing to coastal erosion.	Aberdeen and Aberdeenshire Councils (2006) *Strategic Flooding Issues Topic Paper*. Office of Science and Technology (2005) Foresight report: *Future Flooding Scotland*. Aberdeen Council Natural Heritage Team Davidson, D.A. and Grieve, I.C. (2004) *Trends in soil erosion*, Scottish Natural Heritage Commissioned Report No. 054 (ROAME No. F00AC106) http://www.snh.org.uk/p

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
					dfs/publications/commissioned_reports/F00AC106.pdf

Water

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Quality of water Bodies (Ground water)	Aberdeen City 2019: High status – 0 Good status - 8 Moderate status - 0 Poor status – 0 Bad status – 0 Aberdeen City 2020: High status – 0 Good status - 8 Moderate status - 0 Poor status – 0 Bad status - 0	Aberdeenshire 2019 High status – 0 Good status - 42 Moderate status - 0 Poor status – 4 Bad status – 0 Aberdeenshire 2020 High status – 0 Good status - 42 Moderate status - 0 Poor status – 4 Bad status – 0 The Water Framework Directive states that all waterbodies are of good ecological status, or similar objective, by 2015.	Water quality in Aberdeen is generally good.	It is important that development, including the development of transport infrastructure, does not prevent water bodies in the Aberdeen City area achieving at least 'good' ecological status.	Downloaded from https://www.sepa.org.uk/data-visualisation/water-classification-hub/ Accessed 7th March 2020
Quality of water Bodies (Coastal)	Aberdeen City 2019: Good status – 1 Aberdeen City 2020: Good status - 1	Aberdeenshire 2019 High status – 6 Good status - 8 Moderate status - 0 Poor status – 0 Bad status - 0 Aberdeenshire 2020 High status – 6 Good status - 8 Moderate status - 0 Poor status – 0 Bad status – 0	As above.	As above.	As above.

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Quality of water bodies (Transitional)	Aberdeen City 2019: High status – 2 Aberdeen City 2020: High status – 2	Aberdeenshire 2019 High status - 3 Good status - 0 Moderate status - 1 Poor status – 0 Bad status – 0 Aberdeenshire 2020 High status - 3 Good status - 0 Moderate status - 1 Poor status – 0 Bad status – 0	As above.	As above.	As above.
Quality of water Bodies (River)	Aberdeen City 2019 High status - 1 Good status - 6 Moderate status - 6 Poor status - 0 Bad status – 0 Aberdeen City 2020 High status - 1 Good status - 6 Moderate status - 6 Poor status - 0 Bad status - 0	Aberdeenshire 2019 High status - 60 Good status - 83 Moderate status - 43 Poor status – 2 Bad status – 0 Aberdeenshire 2020 High status - 60 Good status - 83 Moderate status - 43 Poor status – 2 Bad status – 0	River water quality is generally moderate or good.	As above.	As above.

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Quality of water bodies (Transitional)	Aberdeen City (2013): High status – 1 Good status – 1 Aberdeen City (2014): High status – 1 Good status – 1	Aberdeenshire (2013): High status - 3 Good status - 0 Moderate status - 1 Poor status – 0 Bad status – 0 Aberdeenshire (2014): High status - 3 Good status - 0 Moderate status - 1 Poor status – 0 Bad status – 0	As above.	As above.	As above.
Quality of water Bodies (River)	Aberdeen City (2013): High status - 0 Good status - 0 Moderate status - 12 Poor status - 12 Bad status – 0 Aberdeen City (2014): High status - 0 Good status - 0 Moderate status - 6 Poor status - 7 Bad status - 0	Aberdeenshire (2013): High status - 5 Good status - 52 Moderate status - 87 Poor status – 28 Bad status – 24 Aberdeenshire (2014): High status - 5 Good status - 54 Moderate status - 86 Poor status – 30 Bad status – 11	River water quality continues to be moderate or poor.	As above.	As above.

Landscape

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Landscape character	In Aberdeen there are 27 landscape character areas.	There are 42 landscape character areas in Aberdeenshire.	No trend	The inappropriate scale and insensitive siting of future new development may adversely affect landscape characteristics (e.g. changing its landscape character type, not respecting local topography/contours). New development not fitting in with the landscape's capacity to absorb further developments (e.g. design, layout and sense of place) – need to promote suitable development capacity.	Landscape character Assessment Aberdeen City – Landscape Evolution and Influences 2019 Landscape character Assessment Aberdeenshire– Landscape Evolution and Influences 2019

Population

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Established Population	Aberdeen • 2017 – 228,800 • 2018 – 227,560 • 2019 – 228, 670 • 2020 – 229,060	Aberdeenshire • 2017 – 261,800 • 2018 – 261,470 • 2019 – 261,210 • 2020 – 260,780	The population has remained fairly static over the period 2017 to 2020, with only a very small % increase in Aberdeen City and a small % decrease in Aberdeenshire	A growing population has implications for increasing transport provision in the City, especially the need for more people to travel by sustainable transport.	National Records of Scotland local authority demographic factsheet – Aberdeen City http://gro-scotland.gov.uk/statistics/at-a-glance/council-areas-map.html
Population Projection (2018 based)	Aberdeen • 2018 – 227,560 • 2022 – 227,885 • 2025 – 228,970 • 2028 – 230,170	Aberdeenshire • 2018 – 261,470 • 2022 – 264,500 • 2025- 266,650 • 2028 – 267,896	The projections show an increasing population in the City and the Shire.	As above.	National Records of Scotland local authority demographic factsheet – Aberdeen City http://gro-scotland.gov.uk/statistics/at-a-glance/council-areas-map.html
Established Households	Aberdeen • 2017 – 106,802 • 2018 – 107,586 • 2019 – 108,381 • 2020 – 108,893	Aberdeenshire • 2017 - 110,941 • 2018 – 111,156 • 2019 – 112,124 • 2020 – 112,713	An increasing number of households in Aberdeen City and Shire.	As above.	National Records of Scotland local authority demographic factsheet – Aberdeen City http://gro-scotland.gov.uk/statistics/at-a-glance/council-areas-map.html
Household projections (2018 based)	Aberdeen • 2018 – 107,586 • 2022 – 109,300 • 2025 – 110,075 • 2028 – 110,884	Aberdeenshire • 2018 – 111,156 • 2022 – 114,079 • 2025 – 116,324 • 2028 – 117,844	An increasing number of households in Aberdeen City and Shire is projected.	As above	National Records of Scotland local authority demographic factsheet – Aberdeen City http://gro-scotland.gov.uk/statistics/at-a-glance/council-areas-map.html

Population Structure	Aberdeen • Under 16 -15.6% • Working Age – 68.4% • Pensionable age - 16%	Aberdeenshire • Under 16 -18.7% • Working Age -61.4% • Pensionable age -20%	No trend, although it is recognised that Scotland as a whole is experiencing an ageing population	Implications for transport in terms of improving mobility for the elderly.	National Records of Scotland local authority demographic factsheet – Aberdeen City http://gro-scotland.gov.uk/statistics/at-a-glance/council-areas-map.html

Household projections (2012 based)	Aberdeen: 2017 – 110,958 2022 – 117,834 2027 – 124,729 2032 – 132,326 2037 – 140, 380	Aberdeenshire: 2017 – 111,042 2022 – 116,058 2027 – 120,709 2032 – 125,014 2037 – 128,982	An increasing number of households in Aberdeen City and Shire is projected.	As above	National Records of Scotland, Household Projections for Scottish Areas (2012-based), http://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/households/household-projections/household-projections-for-scotland-2012-based
Population Structure	Aberdeen: Under 15 -16% Working Age - 69% Pensionable age - 17% Median age - 35	Aberdeenshire: Under 16 -19% Working Age - 62% Pensionable age 19% Median age - 42	No trend, although it is recognised that Scotland as a whole is experiencing an ageing population.	Implications for transport in terms of improving mobility for the elderly.	National Records of Scotland, Mid-2013 Population Estimates Scotland, http://www.nrscotland.gov.uk/files//statistics/population-estimates/mid-2013/html/mid-2013-population-estimates-index.html

Human Health

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/ constraints	Data source(s)
Quality and availability of public open space	The Open Space audit identified 3471 hectares of open space on Aberdeen (not including private gardens or sites under 0.2ha). The quality of open space varies across the city.	Data not available.	The poorest quality parks and open spaces tend to be found within the regeneration priority areas. It is more difficult to provide open space within densely populated areas.	Development pressure to build on urban open spaces.	Aberdeen City Council (2010) Open Space Audit
Life expectancy at birth (years)	Aberdeen Male • 2015-2017 – 76.9 • 2016-2018 – 76.9 • 2017-2019 - 77.1 • 2018-2020 - 76.9 Female • 2015-2017 – 81.1 • 2016-2018 – 81.1 • 2017-2019 – 81.4 • 2018-2020 – 81.3	Aberdeenshire: Male • 2015-2017 - 79.1 • 2016-2018 - 79.2 • 2017-2019 -79.3 • 2018-2020 – 78.9 Female • 1915-2017 - 82.6 • 2016-2018 – 82.9 • 2017-2019 – 82.5 • 2018-2020 – 82.4 Scotland Male • 2015-2017 – 77.0 • 2016-2018 – 77.0 • 2017-2019 - 77.1 • 2018-2020 – 76.8 Female • 2015-2017 – 81.1 • 2016-2018 – 81.1 • 2017-2019 – 81.1 • 2018-2020 – 81.0	Life expectancy has remained fairly static in the City and the Shire and is around the average for Scotland overall. Female life expectancy is higher than male.	Increasing life expectancy has implications for ensuring adequate service provision (including transport) for an ageing population. Opportunities for more people to adopt healthier lifestyles through active travel could further prolong life expectancy.	National Record of Scotland, Life Expectancy for Administrative Areas within Scotland 2010-2012 (2014)

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		2002-2004 – 79.0 2007-2009 – 80.1 2012-2014 -81.1			

Cultural Heritage

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Conservation Areas	11 Conservation Areas in Aberdeen City	40 Conservation areas in Aberdeenshire	No trend	New development has the potential to put pressure on, or be constrained by, conservation areas. Traffic and parking pressures do little to enhance the special character of such areas.	https://www.aberdeencity.gov.uk/services/planning-and-building-standards/building-conservation-and-heritage/conservation-areas https://www.aberdeenshire.gov.uk/planning/built-heritage/conservation-area/
Scheduled Ancient Monuments (SAM)	45 Scheduled Ancient Monuments in Aberdeen City	543 Scheduled Ancient Monuments in Aberdeenshire	No trend	New development has the potential to put pressure on, or be constrained by, the presence of SAMs.	https://www.aberdeencity.gov.uk/sites/default/files/2019-02/ScheduledMonuments-June2018.pdf https://ancientmonuments.uk/scotland/aberdeenshire
Archaeological Sites and Monuments Record	699 Archaeological sites (from SMR) in the City	17631Archaeological sites (from SMR) in the Shire	No trend	New development has the potential to put pressure on, or be constrained by, archaeological sites..	Aberdeen City Council Sites and Monuments Record
Listed Buildings	2041 Listed Buildings in Aberdeen City (103) Category A; (1267) Category B; (671) Category C	4432 Listed Buildings in Aberdeenshire	No trends.	Development can put pressure on listed buildings.	https://britishlistedbuildings.co.uk/scotland#.YiXadXrP3D4
Listed Buildings at risk	Aberdeen - 55	Aberdeenshire - 254	No trends.	Development can put pressure on listed buildings.	Buildings at Risk Register for Scotland: www.buildingsatrisk.org.uk
Gardens and	There is 1 GDL in Aberdeen City	There are 28 GDLs in	No trend.	New development	Historic Scotland

Designated Landscapes (GDL)	(Duthie Park)	Aberdeenshire In Scotland, there are 310 GDLs		has the potential to put pressure on, or be constrained by, built and cultural sites.	

Material Assets

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Households with cars available for private use (%)	Aberdeen: 2016 – 70.7% 2017 – 73% 2018 – 70% 2019 – 70%	Aberdeenshire: 2016 – 91.3% 2017 – 87% 2018– 87% 2019– 87% Scotland: 2016 – 70.7% 2017 – 71.9% 2018 – 71.4% 2019 – 71.4%	Car ownership has remained fairly static in Aberdeen, while falling in Aberdeenshire and remaining fairly static in the rest of Scotland.	Increasing car ownership and use puts pressure on available roadspace, in terms of congestion, as well as contributing to pollution, poor air quality, noise and inactivity.	https://statistics.gov.scot/slice?dataset=http%3A%2F%2Fstatistics.gov.scot%2Fdata%2Froad-vehicles&http%3A%2F%2Fpurl.org%2Flinked-data%2Fsdmx%2F2009%2Fdimension%23refPeriod=http%3A%2F%2Freference.data.gov.uk%2Fid%2Fyear%2F2017&http%3A%2F%2Fstatistics.gov.scot%2Fdef%2Fdimension%2Findicator%28roadVehicles%29=http%3A%2F%2Fstatistics.gov.scot%2Fdef%2Fconcept%2Findicator-road-vehicles%2F-of-households-without-access-to-a-car
Public road lengths (km)	Aberdeen: 2017 – 944 2018 – 951 2019 – 1,000 2020 – 1,033	Aberdeenshire: 2017 – 5712 2018 – 5722 2019 – 5798 2020 - 5800	Public road lengths fairly static in Aberdeen, despite rising car ownership.	Static road lengths combined with rising car ownership put pressure on the transport network leading to roads operating beyond capacity, contributing to congestion and pollution.	Scottish Transport Statistics,

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Road Condition (% red/amber – requiring attention)	Aberdeen: 2016/17 – 28 2017/18 – 25 2018/19 – 25 2019/20 - 25	Aberdeenshire: 2016/17 – 21 2017/8 – 23 2018/19 – 23 2019/20 - 23	No trend.	Good road condition leads to better operation of the transport network, reducing congestion, pollution, and accidents.	Scottish Transport Statistics,
Park and Ride sites	Aberdeen - 3	Aberdeenshire - 1 2 new sites in development – A96 and A90 (S) as well as smaller hubs in Aberdeenshire.	No trend.	Park and Ride sites can help reduce the number of vehicles in the City, reducing congestion, pollution, and accidents.	Getabout Website
Length of cycleway	2021 – 187.8km (advisory, dual use pavement and mandatory cycle lanes)	An increase in facilities for cyclists is desired.	Length of cycle facilities has been increasing in recent years in Aberdeen.	New development affords opportunities to integrate cycle facilities to, from and within the development.	Aberdeen WACI Report

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
				congestion, pollution and accidents.	
Railway stations	Aberdeen – 2 (Aberdeen, Dyce)	Aberdeenshire – 7 (Huntly, Insch, Inverurie, Kintore, Portlethen, Stonehaven, Laurencekirk)	No trends. Only 1 station re-opened in Aberdeenshire during the lifetime of the last LTS at Kintore.	Limited finance available for new/re-opened railway stations in the region.	
Car Club Vehicles	Aberdeen: 2016 2017 - 42 2018 - 42 2019 - 47 2020 - 51 2021 - 49 2022 – 43 (Enterprise), 22 (Co-wheels) Targets are for an increase in the car club fleet, membership and usage.	Aberdeenshire: 2022 - 5 (Co-wheels), 11 (Enterprise)	Car Club vehicle numbers and usage are steadily increasing in Aberdeen. Aberdeen City's contract with Co-wheels came to an end in May 2022 with Enterprise taking this over from June 2022. However, Co-wheels continue to operate in the city.	Affords opportunities for reducing car ownership and usage, improving social inclusion, allowing members of the public to experience low-emission and electric vehicles, and enabling low car housing development in the City.	ACC / CoWheels
Publicly available electric vehicle charge points	Aberdeen: 2012 – 8 2013 – 29 2014 – 32 2015 - 44 Targets are for a decline in usage of petrol and diesel vehicles in the City.	Aberdeenshire: 2012 – 4 2013 – 6 2014 – 16	EV charge point numbers have been increasing steadily since 2012.	Available and accessible electric vehicle charge points enable a greater usage of such vehicles in Aberdeen and improve perceptions of ease of use.	ACC

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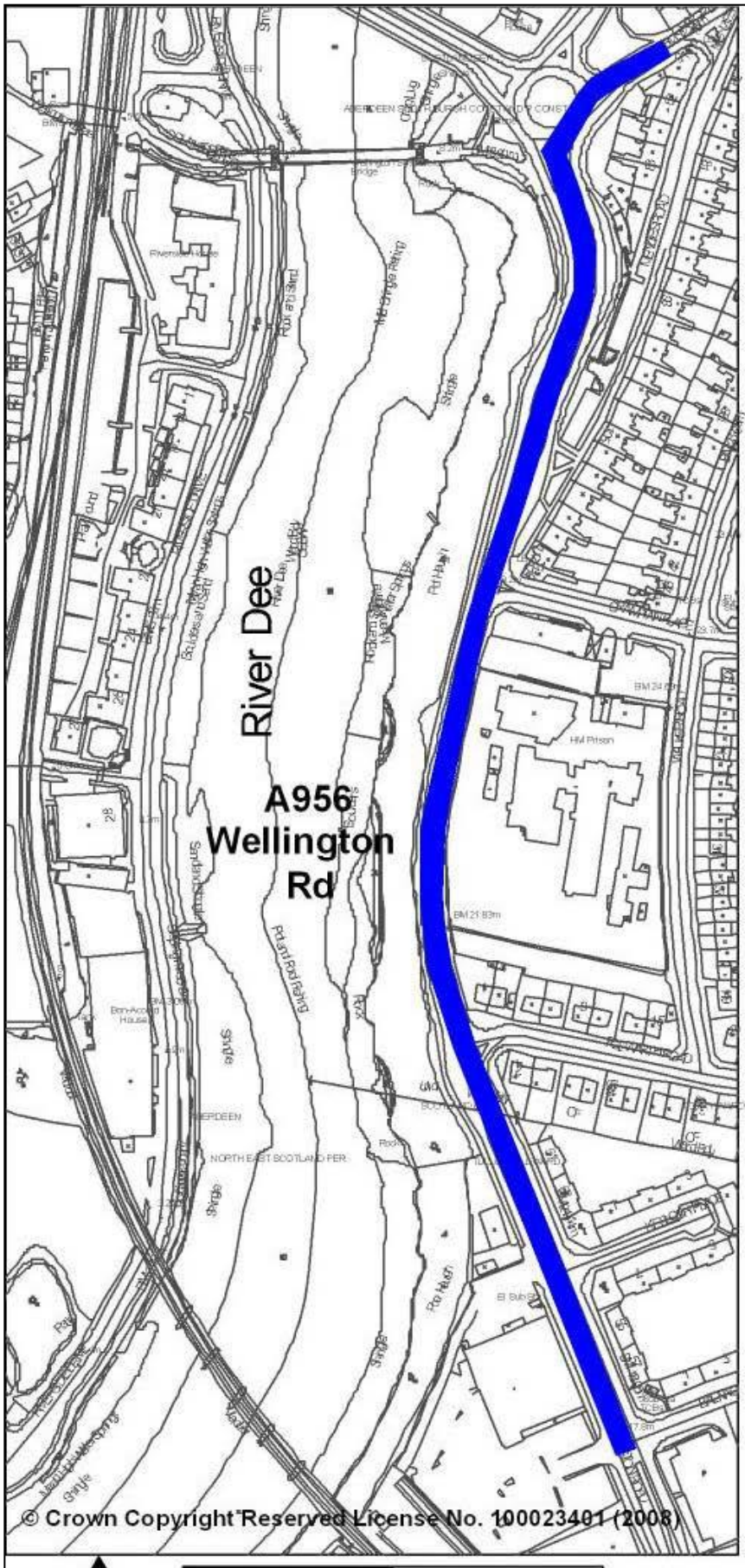
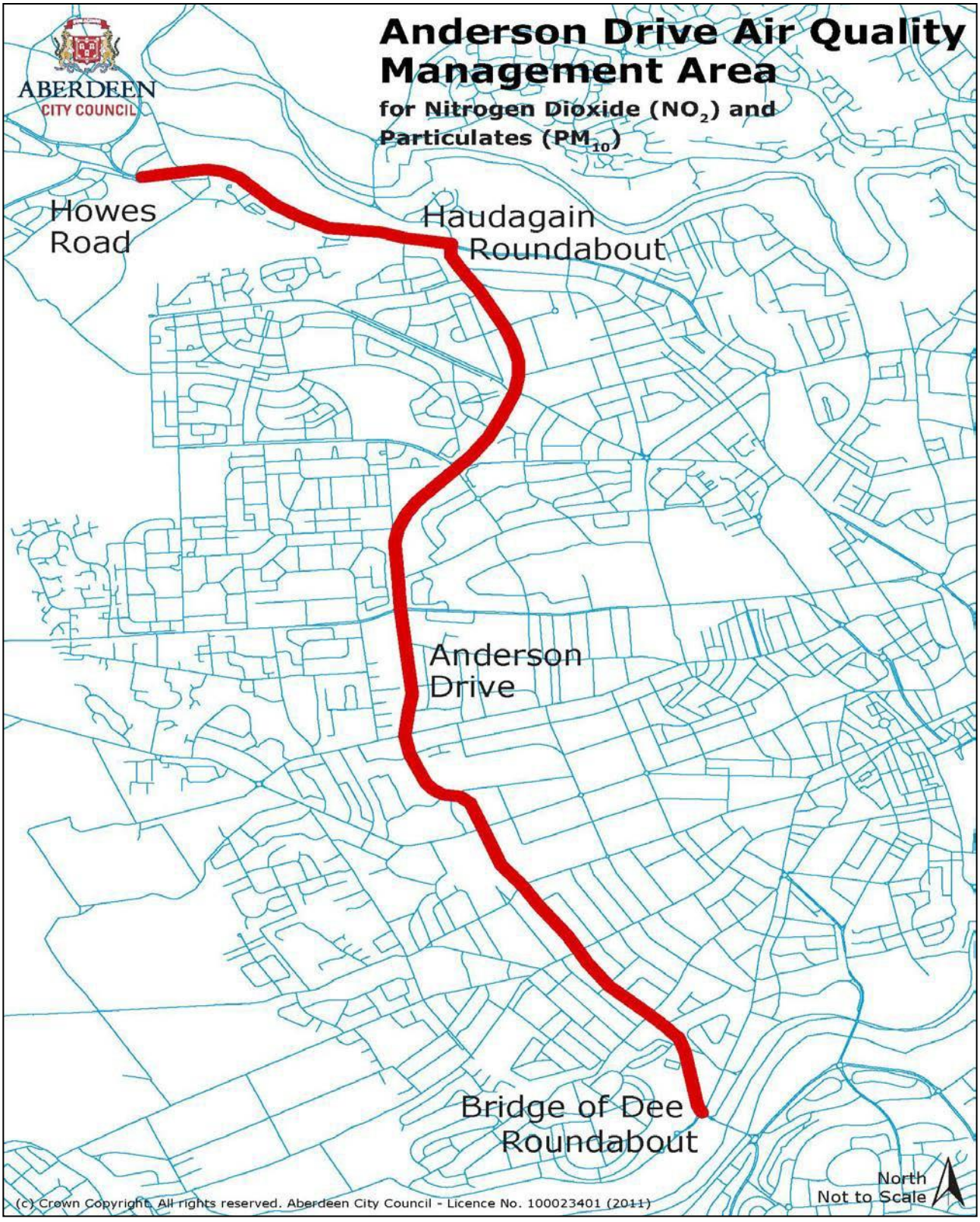
Appendix C: Areas likely to be significantly affected

C1: Air Quality Management Areas



ABERDEEN
CITY COUNCIL

Wellington Road
Air Quality Management
Area for Nitrogen Dioxide (NO2)
and Particulates (PM10)


ABERDEEN
CITY COUNCIL
Anderson Drive Air Quality Management Area
for Nitrogen Dioxide (NO_2) and Particulates (PM_{10})
Howes Road
Haudagain Roundabout
Anderson Drive
Bridge of Dee Roundabout
North
Not to Scale
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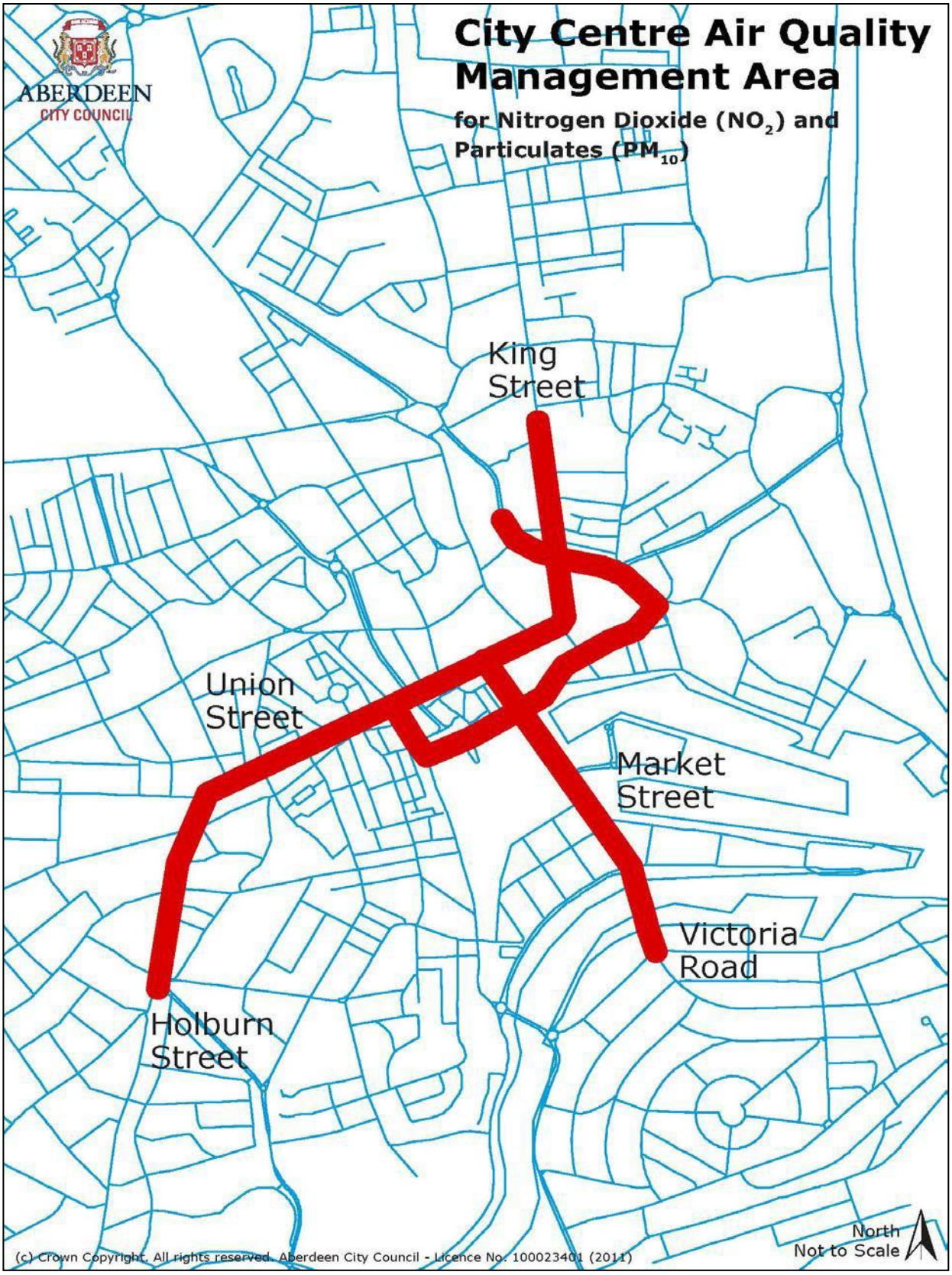
City Centre Air Quality Management Area
for Nitrogen Dioxide (NO_2) and Particulates (PM_{10})
ABERDEEN
CITY COUNCIL
King Street
Union Street
Market Street
Victoria Road
Holburn Street
North
Not to Scale
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C2: Noise Management Areas

The Aberdeen Agglomeration Noise Action Plan was submitted to the Scottish Government in May 2018. This identified:

- Candidate Noise Management Areas (cNMAs) areas where people are most likely to be annoyed by road and rail noise.
- Candidate Quiet Areas (cQAs) - areas where noise quality is good and requires preservation.

Candidate Noise Management Areas in Aberdeen

Candidate Noise Management Areas (cNMAs)	
Auchmill Road at Newton Terrace	Market Street, Union Street, Netherkirkgate
North Anderson Drive at Clifton Road	Market Street, Virginia Street, Shore Brae
Great Northern Road near Smithfield Lane	Palmerston Road, Market Street
King Street at Don Street	Victoria Road at Walker Road
North Anderson Drive at Mastrick Road	A92 at Holburn Street
North Anderson Drive at Laburnum Walk	Broomhill Road at Anderson Drive
King Street at Mealmarket Street – excluding Little John Street and Mealmarket Street	King Street at St Machar Drive
King Street at St Clair Street	Alford Place at Union Street
Union Street at Dee Street	Rail - Near North Esplanade West
Rennies Wynd, Wapping Street, Carmelite Street, Trinity Street, Guild Street	Rail - Near Riverside Drive

Candidate Quiet Areas in Aberdeen

Candidate Quiet Areas (cQAs)	
Seaton Park	Hazlehead Park (north)
Westfield Park	Hazlehead Park (south)

Aberdeen Agglomeration Noise Action Plan Objectives

Objective 1	On a prioritised basis, we aim to reduce the exposure to environmental noise in NMAs
Objective 2	We will incorporate environmental noise management within all stages of the planning process including transportation planning, design, construction and maintenance activities as appropriate
Objective 3	We will endeavour to demonstrate a practical contribution to noise reduction via existing and future proposals and policies
Objective 4	We will promote channels of communication to stakeholders that encourage a learning environment

A determination has not yet been made by the Scottish Government regarding which of these will be taken forward as formal Noise Management Areas.

Maps of these areas are available on www.scottishnoisemapping.org. Information on the final Rail Noise Management Areas will also be available here once a determination has been made.

C3: Cycle and Bus Networks

The current cycle and bus lane network can be seen by viewing the Aberdeen Cycle Map, available at: https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/cycling-aberdeen/cycling-maps

The current public transport network and coverage in the City can be seen by viewing the Aberdeen Public Transport Guide, available at:
https://www.aberdeencity.gov.uk/sites/default/files/2019-09/Public%20transportation%20guide%202019.pdf

Please note maps in Section C4 – C12 are all: © Crown Copyright. Aberdeen City Council. Licence No.100023401.

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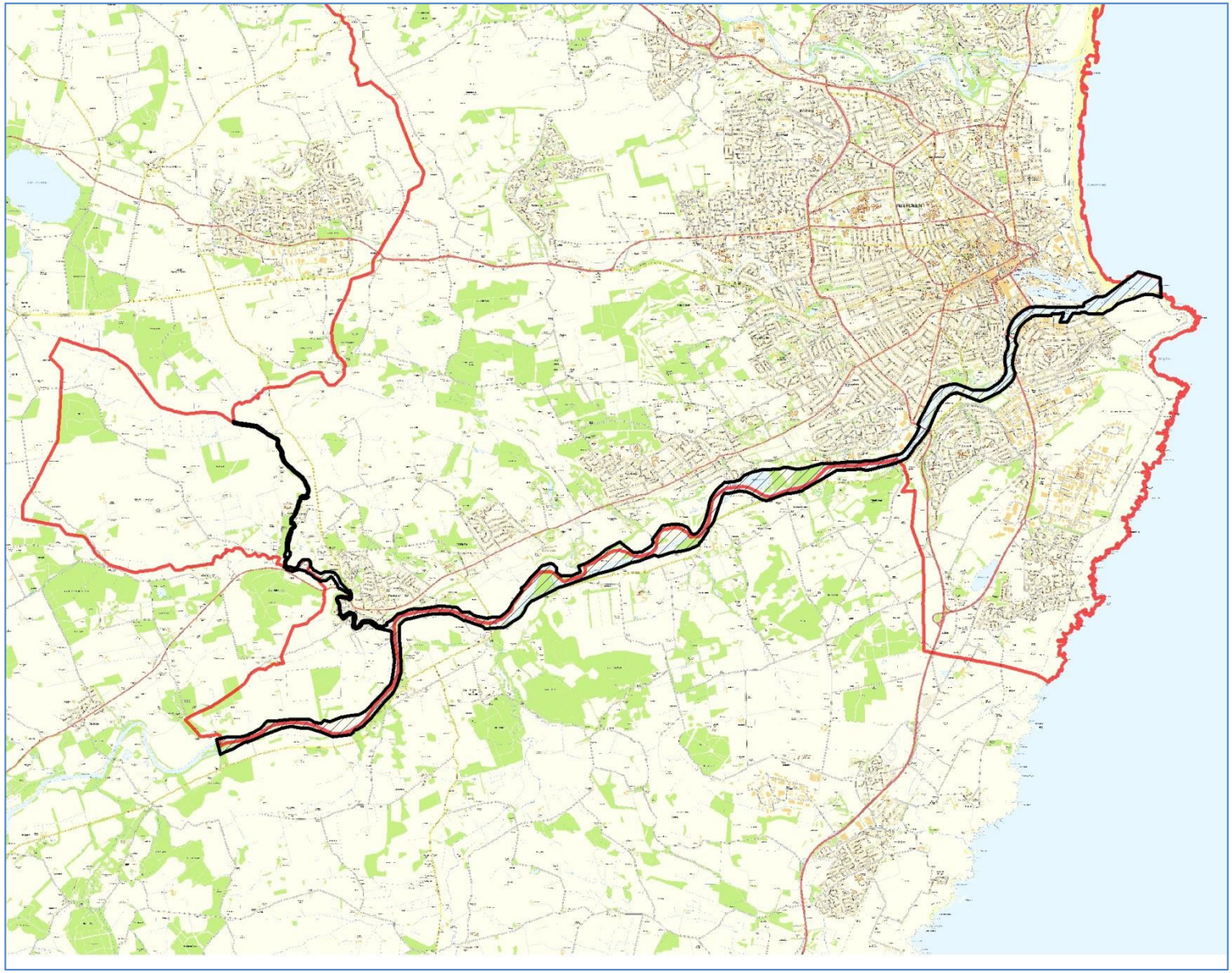
C4: River Dee Special Area of Conservation (SAC) in Aberdeen City



C5: Natural Heritage Sites in Aberdeen

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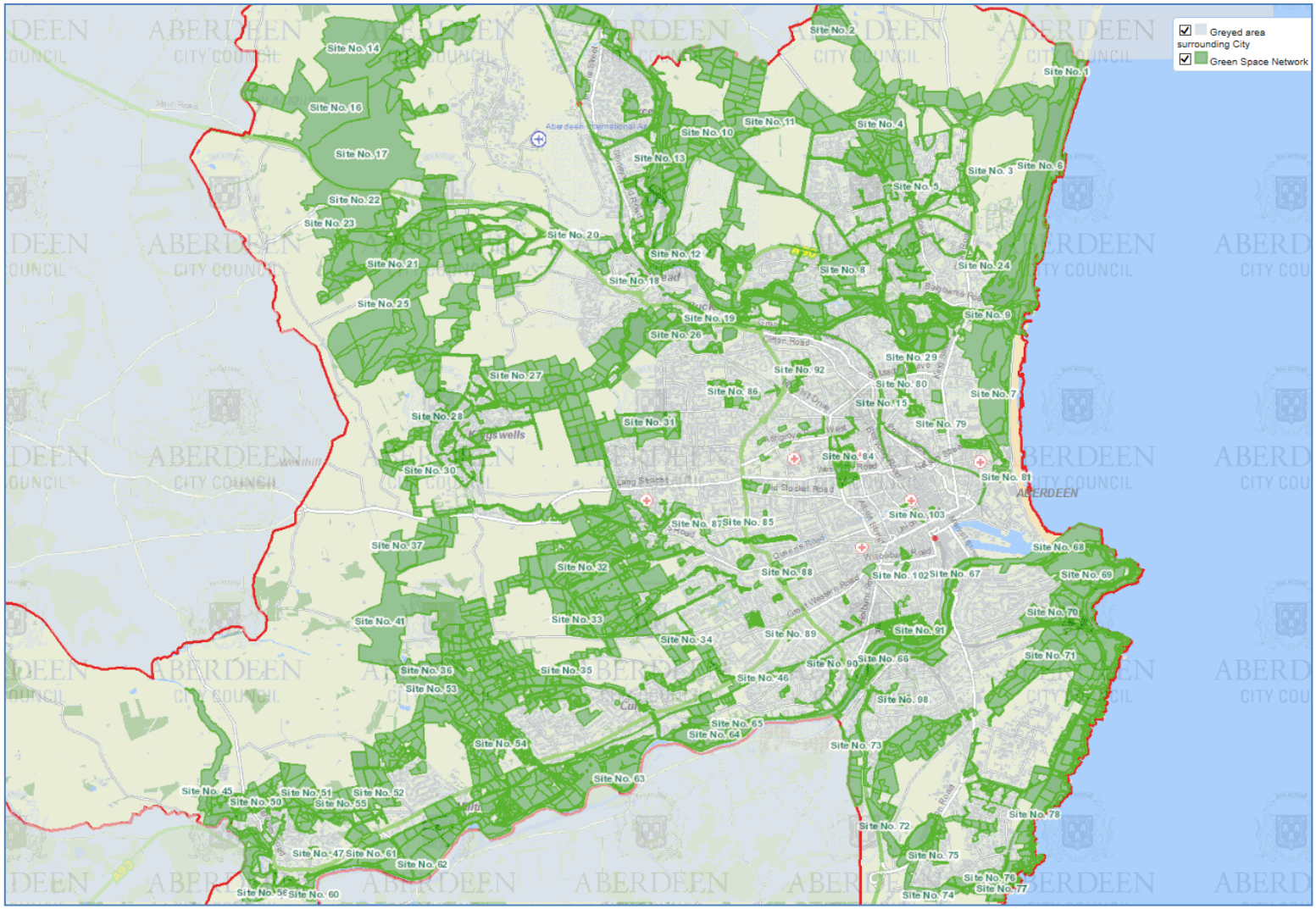
C6: Green Space Network in Aberdeen



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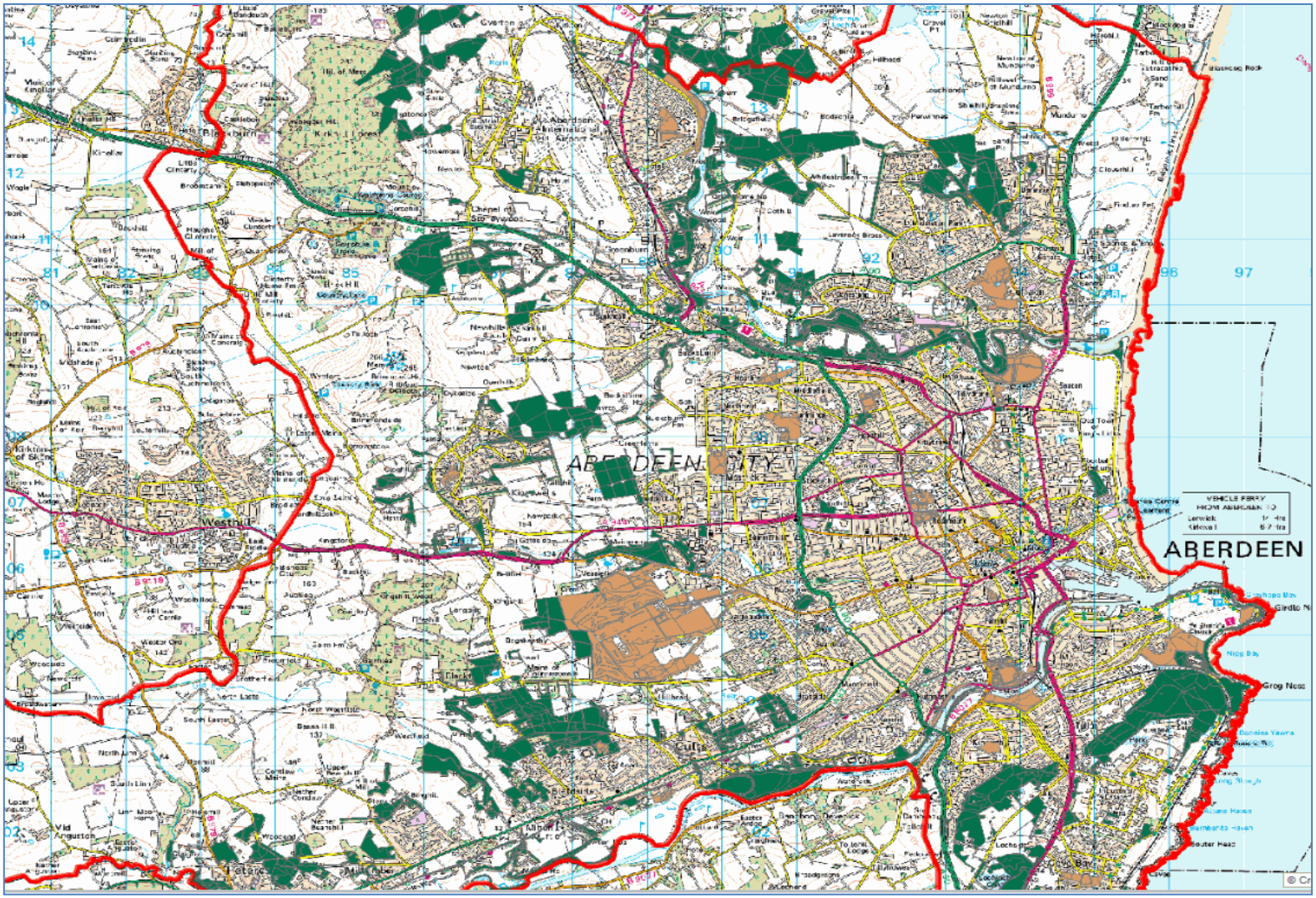
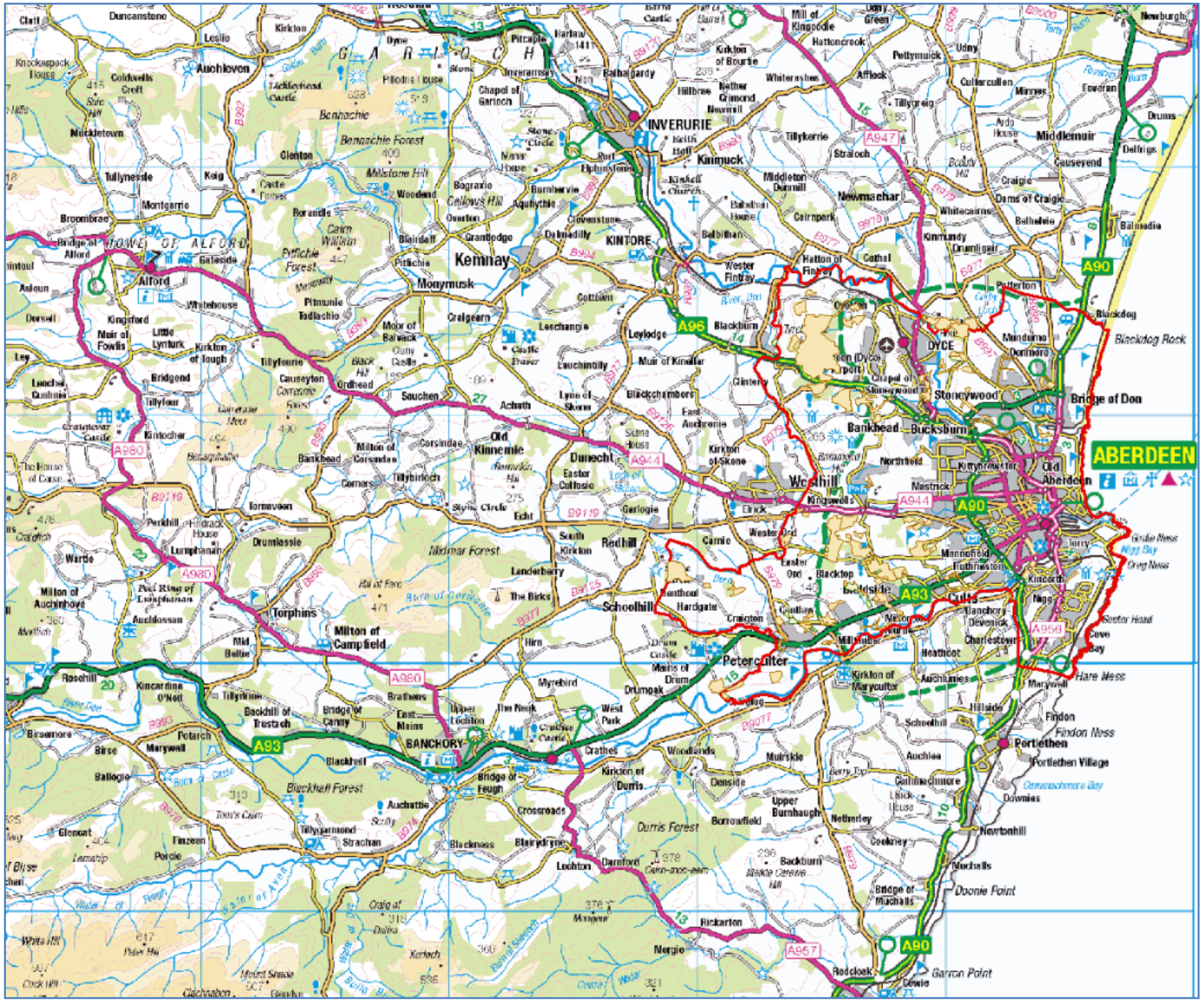
C7: Open Space Provision in Aberdeen



C8: Ancient and Semi-Natural Woodland



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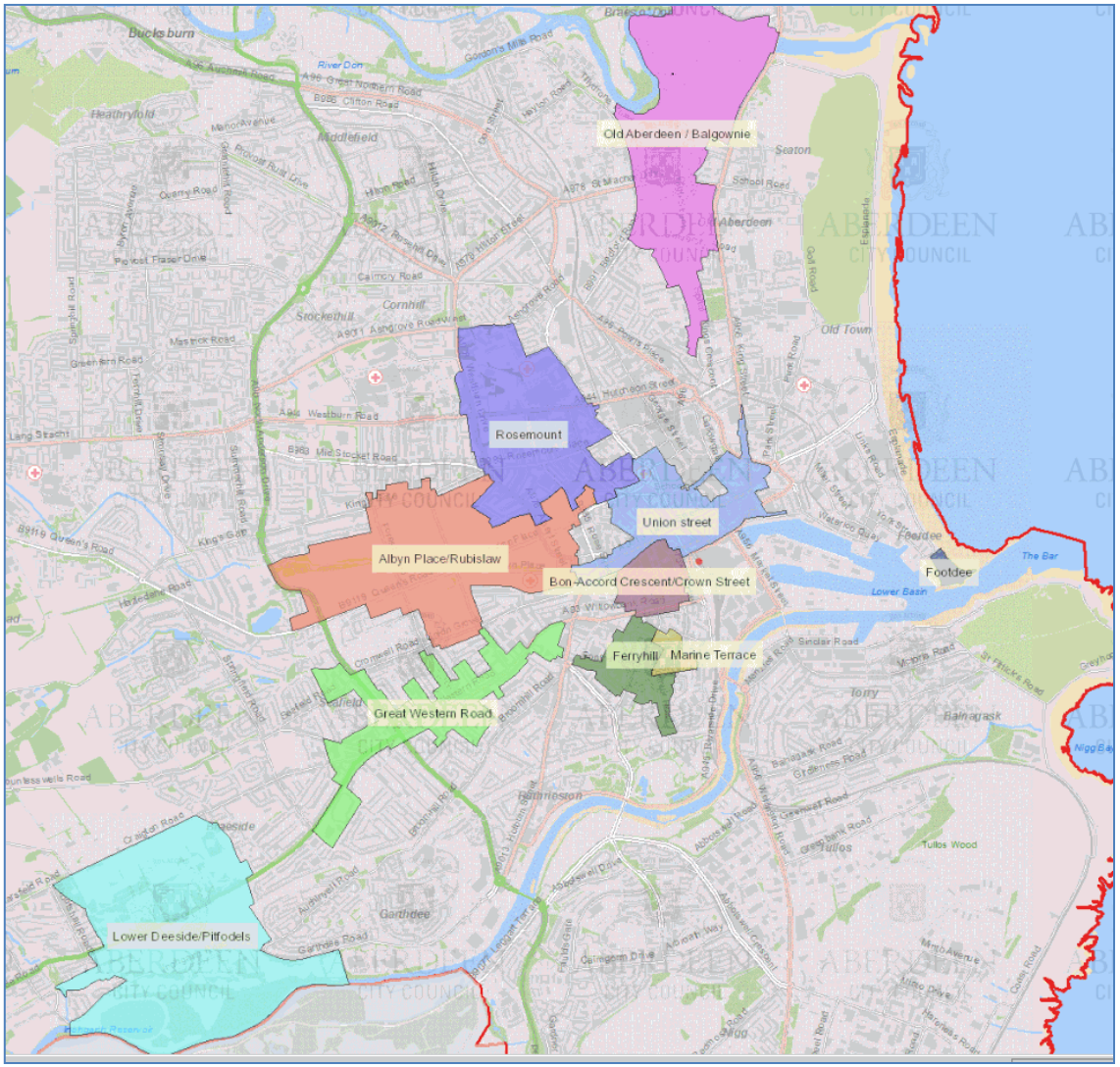
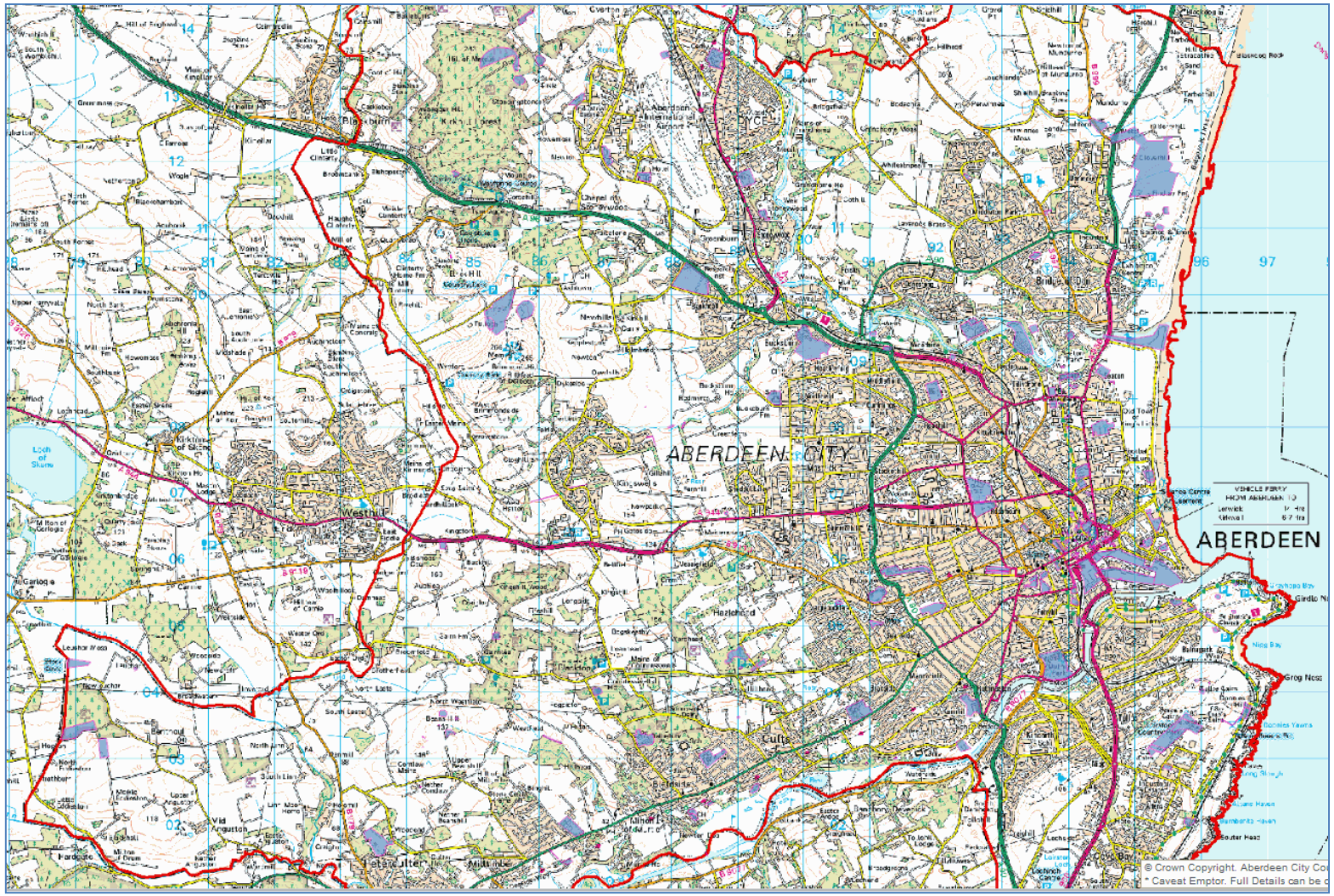
C9: Conservation Areas in Aberdeen



C10: Sites and Monuments Record



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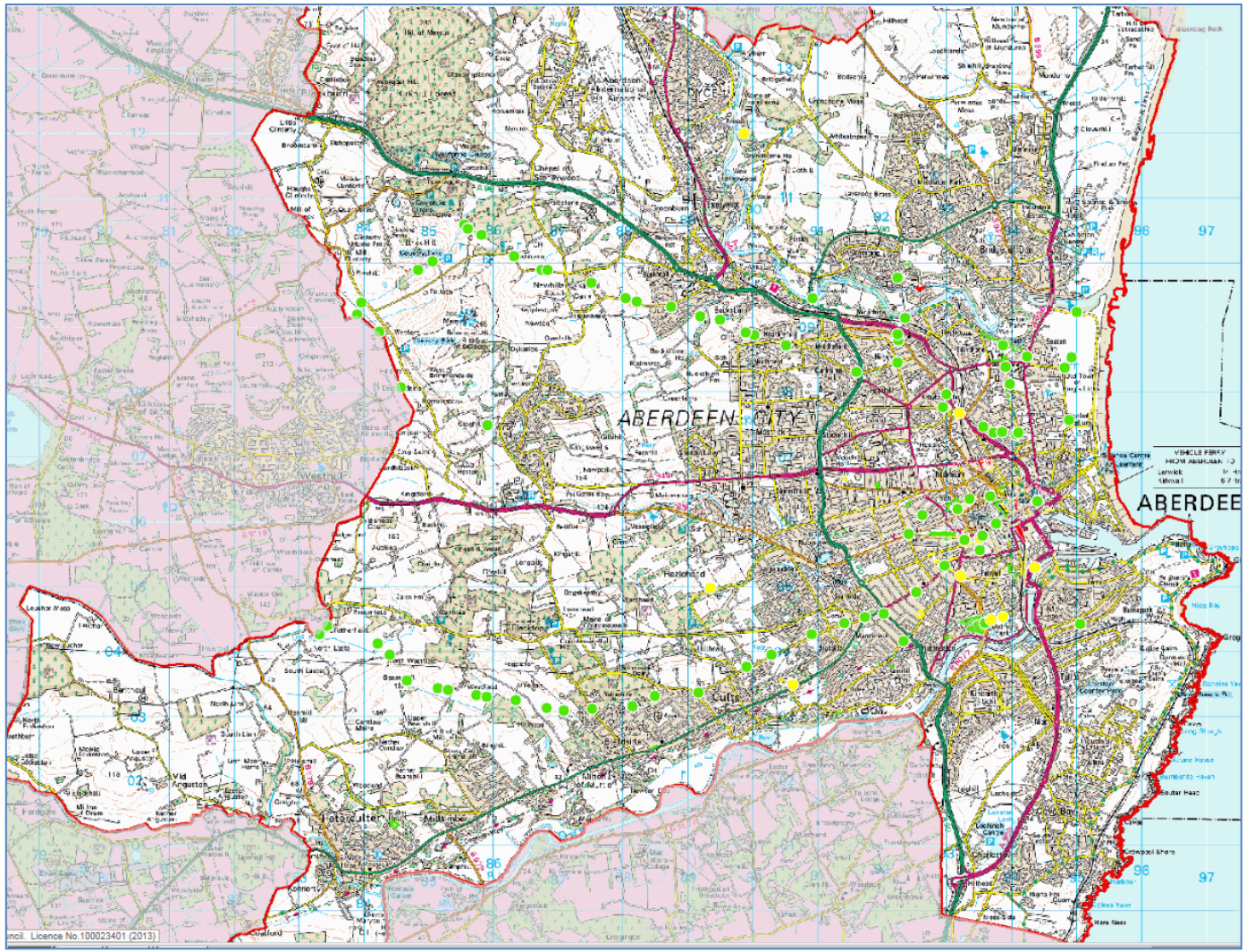
C11: Listed Buildings



C12: Gardens and Designated Landscape (Duthie Park)

Appendix D: Full Assessment Tables

Vision: A safe, resilient, high-quality transport system that is accessible to all, supports a vibrant economy, facilitates healthy living and minimises the impact on our environment. Aberdeen's transport network should encourage people to live in, work in and visit our City						
Indicator	**Objectives**	**Will the vision…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site.	The emphasis on minimising the impact on our environment, articulated in the vision suggest that the Strategy will have a long-term positive impact on biodiversity. This is preferable to the alternative scenario, where no such vision is in place and transport's impacts on biodiversity are likely to worsen.	++	Not having a coherent vision for transport supported across the Council could ultimately have a long-term negative impact on biodiversity, resulting in increased development, pollution and emissions.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	The emphasis on minimising the impact on our environment and facilitating healthy living in the vision, fit with improving air quality. A greater uptake of clean modes of transport will have a long-term positive impact on air quality and reduce emissions associated with road traffic. This is preferable to the alternative scenario, where no such vision is in place and transport's impact on air quality is likely to worsen.	++	Not having a coherent vision for transport supported across the Council could ultimately have a long-term negative impact on air quality, resulting in increased motor traffic and emissions.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	The vision emphasises the importance of resilience and minimising the impact on the environment. A greater uptake of sustainable modes over car travel will contribute to reducing congestion, reducing greenhouse gas emissions and reducing the effects of climate change while resilience implies that the transport system should be able to function, accommodate and adapt in the face of a changing climate. This is preferable to the alternative scenario, where no such vision is in place and transport's impact on the climate is likely to worsen and, subsequently, disruption be caused to the movement of people and goods..	++	Not having a coherent vision for transport supported across the Council could ultimately have a long-term negative impact on climactic factors, resulting in increased motor traffic, emissions and disruption.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the w ater environment?	The emphasis on minimising the impact on the environment suggests that there w ill be a long-term positive impact on soil quantity and quality This is preferable to the alternative scenario, w here no such vision is in place and transport's impact on soil is likely to w orsen.	+	Not having a coherent vision for transport supported across the Council could ultimately have a long-term negative impact on soil, resulting in increased run-off and pollution.	-
Water	To ensure that the w ater quality and good ecological status of the water framew ork directive are maintained.	Result in the release of water-borne pollution into w atercourses, groundwater or reservoirs? Increase the amount of surface water run-off into w ater bodies? Increase development that physically impacts on a w atercourse or the coastline.	The emphasis on minimising the impact on the environment suggests that there w ill be a long-term positive impact on w ater quality w hile resilience backs up the need to keep the transport netw ork operational and reduce the impact of high rainfall and likelihood of flooding.This is preferable to the alternative scenario, w here no such vision is in place and transport's impact on w ater is likely to w orsen.	+	Not having a coherent vision for transport supported across the Council could ultimately have a long-term negative impact on w ater, resulting in increased run-off and pollution resulting from traffic growth.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	The vision's emphasis on minimising the environmental impact of transport (including the impact on the visual environment) suggests this w ill have a long-term positive impact on the landscape, in preference to a scenario w ith no vision in place and transport's impact on the landscape continues to w orsen. It might even enhance it.	+	Not having a coherent vision for transport supported across the Council could ultimately have a long-term negative impact on the landscape, resulting in a poor visual environment caused by increasing traffic growth and transport development.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	A long-term positive impact on the population is envisaged w ith the vision specifically referencing the economy ('supports a vibrant economy') and social inclusion ('accessible to all'). Benefits to population health, and encouraging people to live in w ork in and visit Aberdeen are all key to improving things for people too. This is preferable to the alternative scenario, w here no such vision is in place and transport's impact on the population is likely to w orsen.	++	Not having a coherent vision for transport supported across the Council could ultimately have a long-term negative impact on the population, through increased congestion (resulting in economic disbenefits) and the development of an increasingly car-centric City, w ith limited opportunities for alternative modes of transport.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	A long-term positive impact is envisaged with the vision specifically referencing health as a priority. This is preferable to the alternative scenario, where no such vision is in place and transport's impact on health is likely to worsen. The vision's emphasis on minimising the environmental impact of transport will also contribute to a long-term improvement in health by reducing the negative health impacts of motorised traffic (such as pollution and emissions). The emphasis on accessibility suggests there will be a long-term positive impact on improving access to healthcare facilities and physical exercise opportunities while reducing the risk of mental health issues caused by isolation. .	++	Not having a coherent vision for transport supported across the Council could ultimately have a long-term negative impact on health resulting from increasing pollution and emissions, development of inaccessible areas of the City and limited opportunities for active travel.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	The vision's emphasis on minimising the environmental impact of transport (including the impact on the visual environment) suggests this will have a long-term positive impact on cultural heritage, in preference to a scenario with no vision in place and transport's impact on cultural heritage worsens.	+	Not having a coherent vision for transport supported across the Council could ultimately have a long-term negative impact on cultural heritage, resulting in a poor visual environment caused by increasing traffic growth and transport development.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	The vision suggests a long-term positive impact on material assets through encouraging a high-quality transport system, while supporting a vibrant economy supports material assets too. Without a vision in place, transport's impact on material assets could worsen.	++	Having no vision in place for transport could contribute towards the long-term decline of our material assets.	-

TPO1: – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen						
Indicator	**Objectives**	**Will the objective…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site.	The objective promotes reducing the negative impact of transport on the environment, which should bring benefit to flora and fauna by promoting transport modes which would be clean, minimise impact on their surroundings and be unlikely to lead to huge loss of flora and fauna through construction. It also paves the way for encouraging flora and fauna through maintenance regimes	++	Not having this objective in the LTS could ultimately have a long-term negative impact on biodiversity, resulting in increased development, pollution and emissions.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	The objective promotes reducing the negative impact of transport on the environment, which should bring benefit to air quality by promoting transport modes which would be clean. EVs can create particulates from tyres, possibly more as they tend to be heavier than petrol or diesel vehicles. However, with regenerative braking they are likely to generate less particulates from brakes.	++	Not having this objective in the LTS could ultimately have a long-term negative impact on air quality, resulting in increased motor traffic and emissions.	-
Climatic factor	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	The objective promotes reducing the negative impact of transport on the climate which should bring benefit to climatic factors by promoting transport modes which would be low or zero emission and be unlikely to lead to huge construction projects. An increase in the number of EVs could lead to a larger electrical requirement which could increase emissions depending on how it is generated and distributed.	++/-	Not having this objective in the LTS could ultimately have a long-term negative impact on climatic factors, resulting in increased motor traffic, emissions and disruption.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	The objective promotes reducing the negative impact of transport on the environment, which should bring benefit to soil by promoting transport modes which would be clean, minimise impact on their surroundings and be unlikely to lead to huge loss or impact upon soil through construction. It also paves the way for reducing disruption to soil through improved maintenance regimes. There is also the potential for this to impact negatively on soil through new construction (compacting and sealing)	++/-	Not having this objective in the LTS could ultimately have a long-term negative impact on soil factors, resulting in increased disruption through construction and increased emissions	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	The objective promotes reducing the negative impact of transport on climate and the environment, which should bring benefit to water by promoting transport modes which would be clean, minimise impact on their surroundings and be unlikely to lead to huge impact upon water through construction. It also paves the way for reducing disruption to water through improved maintenance regimes while lower carbon transport should lead to less greenhouse gas emissions which could lead to less flooding. Potential to also build in SUDS for the benefit of water distribution for new transport schemes or, through use of Blue/ Green infrastructure, to help slow down run off and filter pollutants..	++	Not having this objective in the LTS could ultimately have a long-term negative impact on water, resulting in increased disruption through construction and increased emissions, causing more global warming and subsequent flooding	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	The objective promotes reducing the negative impact of transport on the environment, which should bring benefit to landscape by promoting transport modes, such as active travel, which would be clean, take up less space, so be less of a blot on the landscape, minimise impact on their surroundings and be unlikely to lead to huge impact upon landscape through construction. It also paves the way for reducing disruption to landscape through improved maintenance regimes. There may even be scope to improve the landscape.	++	Not having this objective in the LTS could ultimately have a long-term negative impact on landscape, resulting in increased disruption through construction and numerous vehicles to blot the landscape.	-

Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	The objective promotes reducing the negative impact of transport on climate and the environment, which should bring benefit to people as improving access to modes such as walking, wheeling, cycling and public transport are accessible to a larger part of the population who cannot, do not or cannot afford to drive. Reports such as the Walking and Cycling index and Sustrans Pedestrian Pound have also demonstrated how environmentally friendly modes such as active travel can be good for business	++	Not having this objective in the LTS could ultimately have a long-term negative impact on population as they would potentially not be able to easily use or access the modes of transport that would bring them the greatest benefit.	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	The objective promotes reducing the negative impact of transport on climate and the environment, which should bring benefit to human health as improving access to modes such as walking, wheeling, cycling and public transport are accessible to a larger part of the population ensuring people can get around and will not be socially isolated while these active modes can help people to sat fit and well. Cleaner transport with lower emissions also helps for cleaner air which is better for people's health	++	Not having this objective in the LTS could ultimately have a long-term negative impact on human health as they would potentially not be able to easily use or access the modes of transport that would bring them the greatest benefit and may suffer as a result of poorer air quality.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	The objective promotes reducing the negative impact of transport on climate and the environment, which should bring benefit to human health as improving access to modes such as walking, wheeling, cycling and public transport are accessible to a larger part of the population ensuring people can get around, access cultural heritage and will not be socially isolated. Promotion of modes such as active travel also take up less space and are cleaner, helping both the visual appeal of cultural heritage but reducing the environmental impact upon it. Furthermore, promoting use of active travel is likely to lead to less construction of large new transport infrastructure which means less impact to cultural heritage	+	Not having this objective in the LTS could ultimately have a long-term negative impact on cultural heritage in making people less able to access it, negatively affecting its appearance and leading to damaging construction to facilitate more motorised transport movements	-

Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This objective encourages better use to be made of the existing transport network by promoting modes which are less polluting, visually intrusive and do not require large scale construction to accommodate. An increase in the number of EVs could lead to a larger electrical requirement which could increase emissions depending on how it is generated and distributed.	++/-	Not having this objective in place could lead to a negative impact on Material Assets	-

TPO2: Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare

Indicator	Objectives	Will the objective…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site.	The objective promotes use of transport, which is low emission or contributes to health such as active travel, which should bring benefit to flora and fauna by promoting transport modes which would be clean, minimise impact on their surroundings and be unlikely to lead to huge loss of flora and fauna through construction. It also paves the way for encouraging flora and fauna through maintenance regimes. Being around nature and having sight of it and access to it can also help with mental health.	++	Not having this objective in the LTS could ultimately have a long-term negative impact on biodiversity, resulting in increased development, pollution and emissions.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	The objective promotes use of transport, which is low emission or contributes to health such as active travel, which should bring benefit to air quality by promoting transport modes which would be clean. Cleaner air in itself is beneficial to health too. Encouraging blue green infrastructure and routing the transport network through it can also be beneficial to air, dispersing pollutants.	++	Not having this objective in the LTS could ultimately have a long-term negative impact on air quality, resulting in increased motor traffic and emissions.	-

Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	The objective promotes use of transport, which is low emission or contributes to health such as active travel, which should bring benefit to climatic factors by promoting transport modes which would be low or zero emission and be unlikely to lead to huge construction projects.	++	Not having this objective in the LTS could ultimately have a long-term negative impact on climatic factors, resulting in increased motor traffic, emissions and disruption.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	The objective promotes use of transport, which is low emission or contributes to health such as active travel, which should bring benefit to soil by promoting transport modes which would be clean, minimise impact on their surroundings and be unlikely to lead to huge loss or impact upon soil through construction. It also paves the way for reducing disruption to soil through improved maintenance regimes	+	Not having this objective in the LTS could ultimately have a long-term negative impact on soil factors, resulting in increased disruption through construction and increased emissions	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	The objective promotes use of transport, which is low emission or contributes to health such as active travel, which should bring benefit to water by promoting transport modes which would be clean, minimise impact on their surroundings and be unlikely to lead to huge impact upon water through construction. It also paves the way for reducing disruption to water through improved maintenance regimes while lower carbon transport should lead to less greenhouse gas emissions which could less to less flooding. Potential through use of Blue/ Green infrastructure, to help slow down run off and filter pollutants..	++	Not having this objective in the LTS could ultimately have a long-term negative impact on water, resulting in increased disruption through construction and increased emissions, causing more global warming and subsequent flooding	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	The objective promotes use of transport, which is low emission or contributes to health such as active travel, which should bring benefit to landscape by promoting transport modes, such as active travel, which would be clean, take up less space, so be less of a blot on the landscape, minimise impact on their surroundings and be unlikely to lead to huge impact upon landscape through construction. It also paves the way for reducing disruption to landscape through improved maintenance regimes. Access to high quality landscapes	+	Not having this objective in the LTS could ultimately have a long-term negative impact on landscape, resulting in increased disruption through construction and numerous vehicles to blot the landscape.	-

			can also improve health and the LTS may be able to enhance landscapes through new projects.			
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	The objective promotes use of transport, which is low emission or contributes to health such as active travel, which should bring benefit to people as improving access to modes such as walking, wheeling, cycling and public transport are accessible to a larger part of the population who cannot, do not or cannot afford to drive. Reports such as the Walking and Cycling index and Sustrans Pedestrian Pound have also demonstrated how environmentally friendly modes such as active travel can be good for business.	++	Not having this objective in the LTS could ultimately have a long-term negative impact on population as they would potentially not be able to easily use or access the modes of transport that would bring them the greatest benefit.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	The objective promotes use of transport, which is low emission or contributes to health such as active travel, which should bring benefit to human health as improving access to modes such as walking, wheeling, cycling and public transport are accessible to a larger part of the population ensuring people can get around and will not be socially isolated while these active modes can help people to sat fit and well. Cleaner transport with lower emissions also helps for cleaner air which is better for people's health	++	Not having this objective in the LTS could ultimately have a long-term negative impact on human health as they would potentially not be able to easily use or access the modes of transport that would bring them the greatest benefit and may suffer as a result of poorer air quality.	-

Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	The objective promotes use of transport, which is low emission or contributes to health such as active travel, which should bring benefit to human health as improving access to modes such as walking, wheeling, cycling and public transport are accessible to a larger part of the population ensuring people can get around, access cultural heritage and will not be socially isolated. Promotion of modes such as active travel also take up less space and are cleaner, helping both the visual appeal of cultural heritage but reducing the environmental impact upon it. Furthermore, promoting use of active travel is likely to lead to less construction of large new transport infrastructure which means less impact to cultural heritage	+	Not having this objective in the LTS could ultimately have a long-term negative impact on cultural heritage in making people less able to access it, negatively affecting its appearance and leading to damaging construction to facilitate more motorised transport movements	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This objective encourages better use to be made of the existing transport network by promoting modes which are less polluting, visually intrusive and do not require large scale construction to accommodate.	++	Not having this objective in place could lead to a negative impact on Material Assets	-

TPO3: Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users.

Indicator	Objectives	Will the objective…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site.	This may have a slightly negative effect on biodiversity if it leads to more construction of new infrastructure to keep people safe (eg enhanced junctions, new segregated active travel facilities). However, there could be a long term positive impact if it leads to people feeling safer whilst using active travel, as they are likely to use it more, meaning less pollution affecting flora and fauna	-/+	Not having this objective in place is unlikely to score worse for biodiversity impact	0

Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This objective may lead to a slight improvement to air quality if it stops so much harsh braking, which releases particulates from brakes and tyres. If it leads to more construction of new infrastructure to keep people safe (eg enhanced junctions, new segregated active travel facilities) there could be a long term positive impact if it leads to people feeling safer whilst using active travel, as they are likely to use it more, meaning less air pollution.	+	Not having this objective in place is likely to lead to a long term negative effect on air quality.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	This objective may lead to a slight improvement to climatic factors if it stops so much harsh braking and stopping and starting of traffic. If it leads to more construction of new infrastructure to keep people safe (eg enhanced junctions, new segregated active travel facilities) there could be a long term positive impact if it leads to people feeling safer whilst using active travel, as they are likely to use it more, meaning less emissions	+	Not having this objective in place is likely to lead to a long term negative effect on climatic factors.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This may have a slightly negative effect on soil if it leads to more construction of new infrastructure to keep people safe (eg enhanced junctions, new segregated active travel facilities). However, there could be a long term positive impact if it leads to people feeling safer whilst using active travel, as they are likely to use it more, meaning less pollution affecting soil.	-/+	Not having this objective in place is unlikely to score worse for soil	0
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This may have a slightly negative effect on water if it leads to more construction of new infrastructure to keep people safe (eg enhanced junctions, new segregated active travel facilities). However, there could be a long term positive impact if it leads to people feeling safer whilst using active travel, as they are likely to use it more, meaning less pollution affecting water	-/+	Not having this objective in place is unlikely to score worse for water	0

Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This may have a slightly negative effect on landscape if it leads to more construction of new infrastructure to keep people safe (eg enhanced junctions, new segregated active travel facilities). How ever, there could be a long term positive impact if it leads to people feeling safer w hilst using active travel, as they are likely to use it more, meaning less visual impact from traffic on the landscape	-/+	Not having this objective in place is unlikely to score w orse for landscape	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	This objective is likely to bring a large benefit to the population. If people feel safer using it, they w ill be more likely to do so and more likely to therefore visit places and support the economy. Likew ise, a safer transport network means a more reliable movement of goods w hile, if it leads to more construction of new infrastructure to keep people safe (eg enhanced junctions, new segregated active travel facilities). there could be a long term positive impact to people w ho need to get around but cannot use cars.	++	Not having this objective in place is likely to score worse for population	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	This objective is likely to bring a large to human health. A safer transport netw ork keeps people from sickness, injury and harm. If people feel safer using it, they w ill be more likely to do so w hich is great for social mobility and reducing social isolation. Likew ise, if it leads to more construction of new infrastructure to keep people safe (eg enhanced junctions, new segregated active travel facilities). there could be a long term positive impact to people's physical and mental health	++	Not having this objective in place is likely to score worse for population	-

Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This objective is likely to have a positive impact on cultural heritage by making people more inclined to visit it if they feel safer doing so. However, there might be a small disbenefit if construction of new infrastructure to make people feel safer impacts upon it. However, if it leads to more construction of new infrastructure to keep people safe (eg enhanced junctions, new segregated active travel facilities) there could be a long term positive impact if it means less pollution affecting cultural heritage	+	Not having this objective in place could ultimately have a long-term negative impact on cultural heritage	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This objective is likely to have a positive affect on material assets. If people feel safer they will use the transport network more, meaning better use of transport assets.	+	Not having this objective in place could ultimately have a long-term negative impact on material assets	-

TPO4: Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.

Indicator	Objectives	Will the objective…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site.	This one is a slight positive benefit on balance. On one hand, more efficient movement of goods and people can mean less emissions and better air quality, which would benefit biodiversity, due to less queuing traffic but it might necessitate construction of more infrastructure to provide this. However, if this infrastructure benefits active and sustainable travel then there will be a long term benefit through less pollution affecting flora and fauna	-/++.	Not having this objective in place is unlikely to score worse for biodiversity impact	-

Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	More efficient movement of goods and people can mean less emissions and better air quality due to less queuing traffic. Furthermore, if new infrastructure is required and benefits active and sustainable travel then there will be a long term benefit through less pollution too. Will have to ensure that more efficient movement of people and goods does not lead to more unsustainable vehicle movements as this could cause more pollution.	++/0	Not having this objective in place is unlikely to score worse for air impact	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	More efficient movement of goods and people can mean less emissions and better air quality due to less queuing traffic. Furthermore, if new infrastructure is required and benefits active and sustainable travel then there will be a long term benefit through less pollution too. Will have to ensure that more efficient movement of people and goods does not lead to more unsustainable vehicle movements as this could cause more pollution.	++/0	Not having this objective in place is unlikely to score worse for climatic impact	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This one is a slight positive benefit on balance. On one hand, more efficient movement of goods and people can mean less emissions and better air quality due to less queuing traffic, which would benefit soil, but it might necessitate construction of more infrastructure to provide this, impacting negatively on soil. However, if this infrastructure benefits active and sustainable travel then there will be a long term benefit through less pollution affecting soil	-/++	Not having this objective in place is unlikely to score worse for soil impact	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This one is a slight positive benefit on balance. On one hand, more efficient movement of goods and people can mean less emissions and better air quality due to less queuing traffic, which would benefit pollution to water, but it might necessitate construction of more infrastructure to provide this, impacting negatively on water. However, if this infrastructure benefits active and sustainable travel then there will be a long term benefit through less pollution affecting water	-/++	Not having this objective in place is unlikely to score worse for water impact	-

Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This one is a slight positive benefit on balance. On one hand, more efficient movement of goods and people can mean less queuing traffic, which is less of a blot on the landscape but it might necessitate construction of more infrastructure to provide this, impacting negatively on landscape. How ever, if this infrastructure benefits active and sustainable travel then there w ill be a long term benefit through less motorised traffic and more use of smaller, less visually intrusive modes	-/++	Not having this objective in place is unlikely to score w orse for landscape impact	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	More efficient movement of people and goods is very beneficial to the population. Not only does it make it easier for people to get around and more attractive to do so, but it gives them more access to goods in a timely fashion.	++	Not having this objective in place is unlikely to score w orse for population impact	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	More efficient movement of people and goods is very beneficial to human health. Not only does it make it easier for people to get around and more attractive to do so, but it gives them more access to goods in a timely fashion. Ease if getting around is good for health as it means less risk of social isolation w hile making it easier to get around by sustainable and active modes can help physical and mental health. Furthermore, encouraging more efficient journeys by active travel can help health through cleaner air w hile more efficient travel also reduces stress	++	Not having this objective in place is unlikely to score w orse for population impact	-

Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This one is a slight positive benefit on balance. On one hand, more efficient movement of goods and people can mean less queuing traffic, which is less of a blot on the landscape but it might necessitate construction of more infrastructure to provide this, impacting negatively on cultural heritage. However, if this infrastructure benefits active and sustainable travel then there will be a long term benefit through less motorised traffic and more use of smaller, less visually intrusive, less polluting modes. Likewise, more efficient movement of people makes it easier for people to travel to experience cultural heritage	-/++	Not having this objective in place is unlikely to score worse for landscape impact	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	The vision suggests a long-term positive More efficient movement of people and goods means better use of material assets. An increase in the number of EVs could lead to a larger electrical requirement which could increase emissions depending on how it is generated and distributed.	++/-	Not having this objective in place is unlikely to score worse for landscape impact	-

TPO5: Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive

Indicator	Objectives	Will the objective…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site.	This is positive and negative On one hand, making the transport network more accessible, inclusive and user friendly might lead to new infrastructure/ supporting infrastructure being built which could impact negatively on biodiversity but, on the other, given that public transport and active travel are amongst the most inclusive forms of transport and that they are the least likely to cause congestion and environmental impact, there could be benefit here to biodiversity	+/-	Without this objective and the LTS it is likely that the impact would be neutral	0

Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This is positive and negative. On one hand, making the transport network more accessible, inclusive and user friendly might lead to more emissions from transport but, on the other, given that public transport and active travel are amongst the most inclusive forms of transport and that they are the least likely to cause congestion and environmental impact, there could be benefit here to air quality.	+/-	Without this objective and the LTS it is likely that the impact would be neutral	0
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	This is positive and negative.. On one hand, making the transport network more accessible, inclusive and user friendly might lead to more emissions from transport but, on the other, given that public transport and active travel are amongst the most inclusive forms of transport and that they are the least likely to cause congestion and environmental impact, there could be benefit here to climatic factors.	+/-	Without this objective and the LTS it is likely that the impact would be neutral	0
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This is positive and negative. On one hand, making the transport network more accessible, inclusive and user friendly might lead to new infrastructure/ supporting infrastructure being built which could impact negatively on soil but, on the other, given that public transport and active travel are amongst the most inclusive forms of transport and that they are the least likely to cause congestion and environmental impact, there could be benefit here to soil.	+/-	Without this objective and the LTS it is likely that the impact would be neutral	0
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This is positive and negative. On one hand, making the transport network more accessible, inclusive and user friendly might lead to new infrastructure/ supporting infrastructure being built which could impact negatively on soil but, on the other, given that public transport and active travel are amongst the most inclusive forms of transport and that they are the least likely to cause congestion and environmental impact, there could be benefit here to soil.	+/-	Without this objective and the LTS it is likely that the impact would be neutral	0

Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This is positive and negative. On one hand, making the transport network more accessible, inclusive and user friendly might lead to new infrastructure/ supporting infrastructure being built which could impact negatively on landscape but, on the other, given that public transport and active travel are amongst the most inclusive forms of transport and that they are the least likely to cause congestion and visual intrusion, there could be benefit here to landscape	+/-	Without this objective and the LTS it is likely that the impact would be neutral	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	This is likely to bring great benefit to the population. It will allow more people to get around more easily, goods to get around more easily and, in doing so, bring benefit to the economy by giving people better access to goods and services.	++	Without this objective and the LTS it is likely that the impact would be negative	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	This is likely to bring benefit to human health. Improving the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive, will allow more people to move around which can be beneficial both for mental and physical health. Given that some of these improvements are likely to take the form of active travel, there is also the benefit to physical and mental health with these in particular through activity and endorphins released through exercise.	++	Without this objective and the LTS it is likely that the impact would be negative	-

Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This is positive and negative. On one hand, making the transport network more accessible, inclusive and user friendly might lead to new infrastructure/ supporting infrastructure being built which could impact negatively on cultural heritage but, on the other, given that public transport and active travel are amongst the most inclusive forms of transport and that they are the least likely to cause congestion and visual intrusion, there could be benefit here to cultural heritage. Plus, making the transport network more accessible, inclusive and user friendly can help more people to access and enjoy cultural heritage.	++/-	Without this objective and the LTS it is likely that the impact would be negative	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This is likely to bring benefit to material assets. The more people are able to access the transport network and its various assets, the better used they are and the more value is gained from them	++	Without this objective and the LTS it is likely that the impact would be negative	-

TPO6: Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather

Indicator	Objectives	Will the objective…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site.	This is likely to be small positive benefit overall, due to both positive and negative effects. On one hand, this might lead to more supporting infrastructure being built, which could affect biodiversity. On the other, flora and fauna could be part of the solution to making the transport infrastructure more resilient – greater ability to filter and absorb water and slow down the rate of discharge of rainwater – while the promotion of more resilient forms of transport, such as active travel, which is zero emission and requires less land to accommodate, could bring benefits	+	Without this objective and the LTS it is likely that the impact would be negative	-

Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This is likely to be small positive impact. The promotion of more resilient forms of transport, such as active travel, which is zero emission and requires less land to accommodate, could bring benefits	+	Without this objective and the LTS it is likely that the impact would be negative	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	This is likely to be a positive benefit in that considering resilience, not just in terms of which modes to promote but in terms of construction and maintenance regimes, should make the transport network more able to deal with climatic factors such as flooding. while the promotion of more resilient forms of transport, such as active travel, which is zero emission and requires less land to accommodate, could bring benefits	+	Without this objective and the LTS it is likely that the impact would be negative	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This is likely to be a small overall positive benefit, due to both positive and negative effects. On one hand, this might lead to more supporting infrastructure being built, which could affect soil. On the other, soil could be part of the solution to making the transport infrastructure more resilient – greater ability to filter and absorb water and slow down the rate of discharge of rainwater – while the promotion of more resilient forms of transport, such as active travel, which is zero emission and requires less land to accommodate, could bring benefits to soil	++/-	Without this objective and the LTS it is likely that the impact would be negative	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This is likely to be small overall positive benefit on balance, due to both positive and negative effects. On one hand, this might lead to more supporting infrastructure being built, which could affect soil. On the other, soil could be part of the solution to making the transport infrastructure more resilient – greater ability to filter and absorb water and slow down the rate of discharge of rainwater – while the promotion of more resilient forms of transport, such as active travel, which is zero emission and requires less land to accommodate, could bring benefits to soil	++/-	Without this objective and the LTS it is likely that the impact would be negative	-

Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This is likely to be small overall positive benefit on balance, due to both positive and negative effects. On one hand, this might lead to more supporting infrastructure being built, which could affect landscape. On the other, landscape could be part of the solution to making the transport infrastructure more resilient – its structure may help to protect from flooding, absorb water and slow down the rate of discharge of rainwater – while the promotion of more resilient forms of transport, such as active travel, which is zero emission and requires less land to accommodate, could impact positively on landscape	++/-	Without this objective and the LTS it is likely that the impact would be negative	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	There is likely to be a benefit to the population through ensuring the transport network is more resilient and can react to unplanned circumstances and extreme weather as it means that people are still able to get out and around and goods are still able to as well meaning people still have access to goods, services and opportunities	++	Without this objective and the LTS it is likely that the impact would be negative	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	There is likely to be a benefit to human health through ensuring the transport network is more resilient and can react to unplanned circumstances and extreme weather as it means that people are still able to get out, access goods services and opportunities and see other people. Furthermore, the COVID-19 pandemic showed that walking, wheeling and cycling were amongst the most resilient forms of transport and enabling them can lead to further physical and mental health benefits.	++	Without this objective and the LTS it is likely that the impact would be negative	-

Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This is likely to be small positive benefit on balance, due to both positive and negative effects. On one hand, this might lead to more supporting infrastructure being built, which could affect landscape. On the other, promotion of more resilient forms of transport, such as active travel, which is zero emission and requires less land to accommodate, could impact positively on cultural heritage and making the transport network more resilient can help give people more access to culture heritage.	++/-	Without this objective and the LTS it is likely that the impact would be negative.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This is likely to bring benefit to material assets. The more resilient the transport network, the more people are able to access it and its various assets, the better used they are and the more value is gained from them.	++	Without this objective and the LTS it is likely that the impact would be negative.	-

TPO7: Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.

Indicator	Objectives	Will the objective…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site.	0	0	Not having this LTS objective is unlikely to affect biodiversity.	0

Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This LTS objective could bring benefit to air quality through better monitoring and subsequent awareness.	+	Not having this LTS objective could negatively impact upon air.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	This LTS objective could bring benefit to climatic factors through better monitoring and subsequent awareness.	+	Not having this LTS objective is could negatively impact upon climatic factors.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This LTS objective is unlikely to affect biodiversity.	0	Not having this LTS objective is unlikely to affect biodiversity.	0
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This LTS objective could bring benefit to water through better monitoring and technologies to deal with flooding and rainwater.	+	Not having this LTS objective is could negatively impact upon climatic factors.	-

Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This LTS objective is unlikely to affect landscape	0	Not having this LTS objective is unlikely to affect landscape	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	This LTS objective is likely to bring benefit to the population as improvements in technology should assist the movement of people and goods	++	Not having this LTS objective could negatively impact upon climatic factors	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	This LTS objective is likely to bring benefit to human health as improvements in technology should make the transport network more user friendly, helping human health mentally and potentially physically	+	Not having this LTS objective could negatively impact upon climatic factors	-

Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This LTS objective could have a positive benefit upon cultural heritage by making it easier for people to move around, access it and explore it	+	Not having this LTS objective could negatively impact upon cultural heritage	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Technology could help to create more material assets and also help to make better use of the ones already there	++	Not having this LTS objective could negatively impact upon material assets.	-

TPO8: Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen

Indicator	Objectives	Will the objective…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site.	This is a small positive benefit overall. On one hand, encouraging people to use other modes compared with the car might lead to new infrastructure/ supporting infrastructure being built which could impact negatively on biodiversity but, on the other, given that public transport and active travel are amongst the most inclusive forms of transport and that they are the least likely to cause congestion and environmental impact, there could be benefit here to biodiversity. Given the mantra to make best use of existing assets first, it is unlikely that largescale new infrastructure will be built. There is also the benefit that less traffic and slower moving traffic will kill or injure less wildlife.	++/-	Without this objective and the LTS it is likely that the impact would be negative	-

Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This is a positive benefit. given that public transport and active travel are amongst the most inclusive forms of transport and that they are the least likely to cause congestion and environmental impact, Also, reducing the need to travel will reduce the impact to air	++	Without this objective and the LTS it is likely that the impact would be negative	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	This is a positive benefit. given that public transport and active travel are amongst the most inclusive forms of transport and that they are the least likely to cause congestion and environmental impact, Also, reducing the need to travel will reduce the impact to climatic factors	++	Without this objective and the LTS it is likely that the impact would be negative	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This is a small overall positive benefit. On one hand, encouraging people to use other modes compared with the car might lead to new infrastructure/ supporting infrastructure being built which could impact negatively on soil but, on the other, given that public transport and active travel are amongst the most inclusive forms of transport and that they are the least likely to cause congestion and environmental impact, there could be benefit here to soil . Given the mantra to make best use of existing assets first, it is unlikely that largescale new infrastructure will be built	-/++	Without this objective and the LTS it is likely that the impact would be negative	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	There is a positive impact upon water from doing this. It is unlikely to lead to the construction of lots of new infrastructure, which would impact upon water, but also likely to lead to the construction of infrastructure which is much less likely to cause as much run off	+	Without this objective and the LTS it is likely that the impact would be negative	-

Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Reducing the need to travel and encouraging people to use alternative forms of transport to the car are likely to have positive impact by leading to less construction of new infrastructure but also in reducing congestion and traffic levels, both of which could have a detrimental effect on the visual appeal of the landscape	+	Without this objective and the LTS it is likely that the impact would be negative	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	There is a positive benefit here. Reducing the need to travel frees up the transport network for better movement of goods while encouraging journeys to be made by a greater range of modes more easily, brings a large benefit to people by giving them a greater range of ways to get around.	+	Without this objective and the LTS it is likely that the impact would be negative	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	The benefit overall here is positive. Giving people a greater range of ways to get around will ensure that they are able to access opportunities, goods, services, people and facilities while better access to active travel could help to make the population both more physically and mentally healthy. One caution though is to make sure that reducing the need to travel does not come at the expense of making people less active and causing social isolation.	++	Without this objective and the LTS it is likely that the impact would be negative	-

Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Reducing the need to travel and encouraging people to use alternative forms of transport to the car are likely to have positive impact on cultural heritage by leading to less construction of new infrastructure but also in reducing congestion and traffic levels, both of which could have a detrimental effect on the visual appeal of the cultural heritage. Likewise, encouraging travel by a greater means of options than just the private car could give people more opportunity to access cultural heritage by giving them more ways to do so.	+	Without this objective and the LTS it is likely that the impact would be negative	-

Policy 1: Climate change mitigation and adaption - To contribute to Aberdeen's target of net zero carbon emissions targets by 2045, or earlier, and develop and promote climate resilient infrastructure and movement.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site.	The emphasis on net zero carbon emissions and climate resilient infrastructure create the agenda for transport which requires minimal land take, is not damaging to biodiversity and recognises the importance of flora and fauna in capturing carbon, This should produce a positive impact on biodiversity. This is preferable to the alternative scenario, where no such vision is in place and transport's impacts on biodiversity are likely to worsen	++	Not having a policy for climate change mitigation and adaption for transport supported across the Council could ultimately have a long-term negative impact on biodiversity, resulting in increased development, pollution and emissions.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	The emphasis on net zero carbon emissions and climate resilient infrastructure creates the support for a transport system which is low or zero emission and green which has a positive effect on air quality as well. A greater uptake of sustainable modes of transport will have a long-term positive impact on air quality and reduce emissions associated with road traffic. This is preferable to the alternative scenario, where no such vision is in place and transport's impact on air quality is likely to worsen.	++	Not having a policy for climate change mitigation and adaption for transport supported across the Council could ultimately have a long-term negative impact on air quality, resulting in increased motor traffic and emissions.	-

Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rrrich soils?	This policy is specifically for Climate Change . Not only does it call for transport w hich contributes to Aberdeen's target of net zero emissions targets by 2045 or earlier but it also champions the creation of climate resilient infrastructure and movement	++	Not having a policy for climate change mitigation and adaption for transport could not only undermine the ability of the transport network to achieve this but it could also leave the Council open to challenge, given transport's contribution to emissions	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the w ater environment?	To contribute to Aberdeen's target of net zero carbon emissions targets by 2045, or earlier, w ill require the promotion of less land intensive forms of transport, such as active travel, meaning less disruption to soil to create huge new infrastructure projects. A resilient transport infrastructure to climate implies good management of rain w ater and flooding, w hich can also be beneficial for soil	++	Not having a policy for climate change mitigation and adaption for transport could undermine the ability of the transport netw ork to achieve this	-
Water	To ensure that the w ater quality and good ecological status of the water framew ork directive are maintained.	Result in the release of water-borne pollution into w atercourses, groundwater or reservoirs? Increase the amount of surface water run-off into w ater bodies? Increase development that physically impacts on a w atercourse or the coastline.	Promotion of climate resilient infrastructure suggests ways of controlling things like flooding and mitigating the impacts of heavy rainfall, as w ell as being able to incorporate supporting measures such as SUDS.	++	Not having this as policy could likely impact upon w ater.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This outlines support for methods of transport w hich are less polluting, w hich includes active travel. This traditionally takes up less space and requires less infrastructure than transport like fossil fuelled private cars and therefore the landscape w ill be less affected by large scale infrastructure creation and taken over by vehicles. Decreasing congestion could improve the landscape setting of the City w ith long-term benefits. This is preferable to the scenario w ith no such aim in place w here congestion blights the landscape.	+	Not having this as a policy could mean that traffic and congestion continue to increase in Aberdeen, w ith a long-term negative impact on the landscape.	-

Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Promoting infrastructure which has net zero emissions includes walking and cycling, both of which are good for physical and mental health as well as being very cost effective ways to travel so accessible to a wide number of people. Developing and promoting climate resilient infrastructure and movement will also help to ensure that the movement of people and goods is still able to continue efficiently which is also good for economic growth and social inclusion	++	Not having this as a policy could result in an increase in congestion and therefore even more unreliable journey times for people and freight, with long-term negative impacts. This too could be badly affected by climate change factors. It could also lead to a transport system where people feel socially excluded	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Promoting infrastructure which has net zero emissions includes walking and cycling, both of which are good for physical and mental health while their zero carbon emissions go hand in hand with better air quality, which is beneficial for human health. Developing and promoting climate resilient infrastructure and movement will also help to ensure that the movement of people and goods is still able to continue efficiently which is also good for physical and mental health	+	Not having such a policy could result in an increase in queuing vehicles, a reliance on non-active modes of transport and hence emissions, with long-term negative implications for human health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	A promotion of low carbon transport should help to ensure that cultural heritage is less affected by the bi-products of transport emissions and should also ensure that less space is required by traffic, helping the visual appeal of the cultural heritage Climate resilient infrastructure and movement should also help to ensure success to cultural heritage	+	Not having this as a policy could see an increase in queuing traffic in sensitive areas with long-term negative impacts on cultural heritage.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This LTS promotes infrastructure which is low or zero emission, showing support for walking and cycling which take up less space and therefore encourage better use of existing infrastructure ahead of building new A net zero transport system also supports the sustainable use of natural resources and material assets.	+	Not having this policy could impact on material assets.	-

	Protect and enhance outdoor access opportunities and rights.					
Policy 2: Air Quality - Reduce the contribution of transport to poor air quality in Aberdeen and have all air quality management areas revoked.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	The emphasis on promoting transport which does not contribute to poor air quality partly creates the agenda for transport which requires minimal land take and is not damaging to biodiversity. This should produce a positive impact on biodiversity. This is preferable to the alternative scenario, where no such vision is in place and transport's impacts on biodiversity are likely to worsen	+	Not having a policy for air quality for transport supported across the Council could ultimately have a long-term negative impact on biodiversity, resulting in increased development and pollution.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This policy is specifically for air quality. A greater uptake of sustainable modes of transport will have a long-term positive impact on air quality and reduce emissions associated with road traffic. This is preferable to the alternative scenario, where no such vision is in place and transport's impact on air quality is likely to worsen.	++	Not having a policy for air quality for transport supported across the Council could ultimately have a long-term negative impact on air quality, resulting in increased motor traffic and emissions.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	Promoting use of transport which does not contribute to poor air quality will likely help with climatic factors as zero emission transport does not damage air quality the same way as fossil fuels and also does not contribute to climate change in the same way	++	Not having a policy for climate change mitigation and adaption for transport could not only undermine the ability of the transport network to achieve this but it could also leave the Council open to challenge, given transport's contribution to emissions	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Much of the transport that does not contribute to poor air quality, such as walking, wheeling and cycling, takes up less space than traffic and therefore needs less land take, meaning less disruption to soil to create huge new infrastructure projects	+	Not having a policy for climate change mitigation and adaption for transport could undermine the ability of the transport network to achieve this	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Cleaner air is less likely to pollute water	+	Not having this as a policy could likely impact upon water.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This outlines support for methods of transport which are less polluting, which includes active travel. This traditionally takes up less space and requires less infrastructure than transport like fossil fuelled private cars and therefore the landscape will be less affected by large scale infrastructure creation and taken over by vehicles. Decreasing congestion could improve the landscape setting of the City with long-term benefits. The landscape should be enhanced.This is preferable to the scenario with no such aim in place where congestion blights the landscape.	+	Not having this as an a policy could mean that traffic and congestion continue to increase in Aberdeen, with a long-term negative impact on the landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Promoting infrastructure which does not cause poor air quality includes walking and cycling, both of which are good for physical and mental health as well as being very cost effective ways to travel so accessible to a wide number of people.	+	Not having this as a policy could result in an increase in congestion and therefore even more unreliable journey times for people and freight, with long-term negative impacts. It could also lead to a transport system where people feel socially excluded	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space	Promoting infrastructure which does not contribute to poor air quality includes walking and cycling, both of which are good for physical and mental health while their zero carbon emissions go hand in hand with better air quality, which is beneficial for human health	++	Not having such a policy could result in an increase in queuing vehicles, a reliance on non-active modes of transport and hence emissions, with long-term negative implications for human health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	A promotion of low carbon transport should help to ensure that cultural heritage is less affected by the bi-products of transport emissions and should also ensure that less space is required by traffic, helping the visual appeal of the cultural heritage Climate resilient infrastructure and movement should also help to ensure success to cultural heritage	+	Not having this as a policy could see an increase in queuing traffic in sensitive areas with long-term negative impacts on cultural heritage.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This LTS promotes infrastructure which is low or zero emission, showing support for walking and cycling which take up less space and therefore encourage better use of existing infrastructure ahead of building new A transport system which does not contribute to poor air quality also supports the sustainable use of natural resources and material assets.	+	Not having policy could impact on material assets.	-

Policy 3: Noise Quality - Reduce levels of noise from the transport network in Aberdeen.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	A quieter transport system could have a slight positive impact upon biodiversity.	+	Not aiming for this could see a slight negative impact on biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This is unlikely to impact upon air quality	0	This is unlikely to impact upon air quality.	0
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	This is unlikely to impact upon climatic factors	0	This is unlikely to impact upon climatic factors.	0

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This is unlikely to impact upon soil	0	This is unlikely to impact upon soil	0
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This is unlikely to impact upon soil	0	This is unlikely to impact upon soil	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	A quieter transport system may allow people to enjoy the landscapes more without noise interruption so may even enhance it.	+	This could negatively impact upon landscape	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	A quieter transport system will have long- term economic benefits, providing a more pleasant environment in which to line and work and allowing people a better quality of life.	+	With no such policy in place, the economic consequences could worsen.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	A quieter transport system could lead to a long-term improvement in human health, especially for mental health	++	Not aiming for a quieter transport system could have long-term negative implications for human health.	--
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	A quieter transport network is likely to allow people to enjoy cultural heritage more without interruption from transport noise	+	Not having an LTS may lead to less awareness of the need to reduce noise from transport which in turn could affect people's enjoyment of cultural heritage	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This is unlikely to impact upon material assets.	0	This is unlikely to impact upon material assets.	-
Policy 4: Reducing the need to travel - Work with partners to create opportunities which allow people to access facilities, workplaces and information in Aberdeen without the need to travel						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**

Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This will have a long-term positive impact on biodiversity by reducing numbers of people use of the transport network and reducing the need for land take for new transport facilities such as roads and bridges, which could cause disruption to habitats and species or adversely impact upon protected sites. This is preferable to a scenario with no LTS in place where road traffic continues to increase and environmental conditions worsen.	++	Not aiming for this could result in an increase in motorised forms of transport, thus leading to more intensive use of the transport network and increasing the need for transport development, noise and pollution, all of which would have long-term negative impacts on biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Reducing the need to travel should have long-term positive impacts on air quality resulting from fewer emissions. This is preferable to a scenario with no LTS in place, where motorised traffic and hence emissions continue to increase.	++	Not aiming for this could result in an increase in motorised forms of transport, leading to a worsening of air quality, with long-term negative impacts.	-
Climatic factors	To reduce the cause and effects of climate change To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Reducing the need to travel should have long-term positive impacts on climatic factors resulting from fewer emissions. This is preferable to a scenario with no LTS in place, where motorised traffic and hence emissions continue to increase.	++	Not aiming for this could result in a growth in motorised forms of transport, leading to an increase in climate-changing emissions, with long-term negative impacts.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This will have a long-term positive impact on soil by reducing the intensity of use of the transport network and also the need for land take for new motorised transport facilities, reducing run-off from roads to soil and limiting the impact of air pollution on soil. This is preferable to a scenario with no LTS in place where efforts are not made to reduce car dependency and negative impacts on soil continue to increase.	++	Not aiming for this could see an increase in motorised transport, increasing pollution to soil from transport activities and increasing the requirement for development resulting from transport.	-

Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This will have a long-term positive impact on water by reducing the need for construction of new motorised transport facilities such as roads and bridges which could result in water pollution. This is preferable to a scenario with no LTS in place where efforts are not made to reduce car dependency and negative impacts on water continue to increase.	++	Not aiming for this could see an increase in motorised transport, increasing run-off from transport activities and increasing the likelihood of development resulting from transport.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Reducing the need to travel should result in a long-term positive impact on the landscape due to the reduced need to construct large and unsightly transport facilities such as roads and bridges while reduced traffic levels will reduce the impact of traffic on the landscape. This is preferable to a scenario with no LTS in place where efforts are not made to reduce car dependency and negative impacts on the landscape continue.	++	Not aiming for this could see an increase in motorised transport, thus increasing the negative impacts of transport on the landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Reducing the need to travel will have a long-term positive impact on the population. A fully integrated system will reduce the need for private car travel, resulting in less congestion and greater journey time reliability. Less personal transport will also free up more capacity for goods movement, leading to more reliable goods journey times. This is preferable to a scenario with no LTS in place, where congestion increases.	++	Not aiming for this could result in an increase of motorised transport journeys, thus increasing congestion and unreliable journey times. Not having social inclusion policies in place in relation to transport could lead to isolation of vulnerable groups. This will have a long-term negative impact on the population.	--
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities?	Reducing the need to travel will have long term positive impacts on human health as vulnerable groups will not be exposed to the effects of poor air quality and congestion. However, there is the potential that this can lead to inactivity and social isolation, bringing disbenefit to both mental and physical health. The LTS will therefore have to ensure that it acknowledges this risk	+	Not aiming for this could see an increase in motorised transport, with long-term negative health implications resulting from increasingly sedentary behaviour and an increase in congestion and pollution.	-

		Improve access to and quality of open space?				
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Reducing the need to travel should result in a long-term positive impact on cultural heritage due to the reduced need to construct large and unsightly transport facilities such as roads and bridges while reduced traffic levels will reduce the impact of traffic on the landscape. This is preferable to a scenario with no LTS in place where efforts are not made to reduce car dependency and negative impacts on the landscape continue.	+	This could have a minor impact upon cultural heritage.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Reducing the need to travel will have long term positive benefits on material assets as it will reduce strain on existing assets.	++	Not aiming for an integrated and inclusive transport system could contribute to the long-term deterioration of our material assets.	-

Policy 5: Walking and wheeling - To continue to enhance Aberdeen's walking and wheeling environment and increase the number of people walking and wheeling, both as a means of travel and for recreation, in recognition of the significant health and environmental benefits they can bring.

Indicator	Objectives	Will the policy…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	An increase in opportunities for sustainable travel could lead to less intense use of the transport network and its surroundings, reduce land take required for new transport schemes, which may involve disruption or damage to species, habitats and protected sites. The policy therefore has a long-term positive impact on biodiversity. This is preferable to a scenario where no LTS is in place and the need for new transport schemes to support motorised travel continues to increase.	++	Failing to facilitate sustainable travel could result in increased land take for development of new transport infrastructure which may have long-term negative impacts on biodiversity.	-

Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This policy will involve improving opportunities for sustainable travel which should lead to a decline in car use throughout the City. This should have a long term positive impact on air quality through a reduction in emissions and pollution. This is preferable to a scenario with no LTS is in place where sustainable transport is not enabled and air quality continues to worsen.	++	Failing to facilitate sustainable travel could see an increase in motorised travel with long-term negative impacts on air quality.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	This aim will involve improving opportunities for sustainable travel which should lead to a decline in car use and therefore congestion throughout the City. This should have a long term positive impact on climactic factors through a reduction in emissions and pollution. This is preferable to a scenario with no LTS in place where sustainable transport is not enabled and where emissions continue to grow.	++	Failing to facilitate sustainable travel could see an increase in motorised travel with long-term negative impacts on climactic factors.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	An increase in opportunities for sustainable travel could reduce the need for construction of new transport facilities, such as roads and bridges, which could lead to soil contamination while less intense usage of the transport network through more space efficient modes could also benefit soil. This will therefore have a long-term positive impact on soil. This is preferable to a scenario where no LTS is in place and the need for new transport schemes to support motorised travel continues to increase.	+	Failing to facilitate sustainable travel could result in increased land take for development of new transport infrastructure which may have long-term negative impacts on soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	An increase in opportunities for sustainable travel could reduce the need for construction of new transport facilities, such as roads and bridges, which could lead to water contamination and impact on the coastline. This will therefore have a long-term positive impact on water. This is preferable to a scenario where no LTS is in place and the need for new transport schemes to support motorised travel continues to increase.	+	Failing to facilitate sustainable travel could result in increased land take for development of new transport infrastructure which may have long-term negative impacts on water.	-

Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	An increase in sustainable transport could reduce the need for construction of new transport facilities, such as roads and bridges, which could lead to an unsightly landscape. This will therefore have a long-term positive impact on landscape and could enhance it. This is preferable to a scenario where no LTS is in place and the need for new transport schemes to support motorised travel continues to increase.	+	Failing to facilitate sustainable travel could result in increased land take for development of new transport infrastructure which may have long-term negative impacts on the landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	A transport system that facilitates healthy and sustainable living will have a long-term positive impact on the population. An increase in healthy and sustainable travel will reduce congestion, allowing the more efficient movement of freight and will improve social inclusion by increasing opportunities for low-cost travel to key destinations. Furthermore, studies such as The Pedestrian Pound, have shown that active travel can actually be good for business and, given that walking and cycling are much cheaper and easier than other forms of transport, more people can get involved with them, helping to improve social inclusion. This is preferable to a scenario with no LTS in place where car transport continues to dominate and cause problems for the travelling population.	+	Failing to facilitate sustainable travel could result in more people choosing to drive, thus increasing congestion and leading to greater journey time unreliability.	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Health is identified as a key aim of the LTS. There will be a significant long-term positive impact on human health through increased opportunities for active travel. This will enable people to incorporate physical activity into their daily routines, while an increase in active travel at the expense of vehicular modes will reduce pollution and emissions that impact upon health as well as noise and vibrations. Fewer road vehicles would result in a safer transport system with fewer injuries and fatalities. Enabling a greater uptake of sustainable transport could improve access to key services (such as healthcare) and to areas of open space. Use of active travel can also help people to get out and about and releases endorphins, both of which are good for mental health too. This is preferable to a scenario with no LTS in place, where car travel continues to be the most attractive form of transport for many, and the resulting problems of inactivity, emissions and road safety remain.	++	Failing to facilitate sustainable travel could have long-term negative impacts on health, both physically and mentally, by preventing people from walking and cycling. Also, by making car travel more attractive, harmful emissions are likely to increase and travel will become increasingly sedentary, while more traffic on our roads increases the likelihood of transport-related casualties and fatalities.	--

Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	An increased focus on, and prioritisation of, sustainable modes of transport should reduce the need for construction of new transport facilities (such as roads and bridges) that could impact upon important sites with a long-term positive impact on cultural heritage. Fewer cars in conservation areas will also have a positive impact on the special characteristics of such areas. This is preferable to a scenario with no LTS in place where car traffic continues to dominate and new infrastructure is required to cope with growing demand.	+	Failing to facilitate sustainable travel could result in the need for increased transport development that could impact on important sites, and an increase in traffic around such sites with long-term negative impacts.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	A transport system that facilitates healthy and sustainable living is likely to include an increase in facilities/infrastructure that enables sustainable travel which will have a long-term positive impact on material assets.	+	Failing to facilitate sustainable travel would lead to a significant gap in our material assets.	-
Policy 6: Cycling – To continue to enhance Aberdeen's cycling environment, provide further opportunities to access it and increase levels of cycling in the city, both as a means of travel and for recreation, so that cycling becomes an everyday, safe and attractive choice for all ages and abilities of cyclist						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	An increase in mode share for cycling is desired, which could result in less road traffic and therefore lead to a decrease in the negative impacts of road traffic on biodiversity (particularly in terms of pollution and run- off from roads likely to affect aquatic biodiversity). More people travelling by cycle rather than motorised forms of transport could lead to a decline in the need for construction of new road transport facilities (such as roads and bridges) to cater for increasing demand, the construction of which could cause disruption to habitats and species and impact on protected sites, depending on where these are located. A long-term positive impact on biodiversity is therefore anticipated. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Failing to encourage mode transfer to cycling could see an increase in motor traffic and increased land take for facilities for road transport which could cause disruption to and/or severance of habitats and species.	-

Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	An increase in mode share for cycling could lead to a corresponding decrease in vehicular traffic, resulting in fewer emissions and less pollution, with long-term positive impacts on air quality. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Failing to encourage mode transfer to cycling could see an increase in road traffic and hence emissions that impact on air quality, with long-term negative impacts.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	An increase in mode share for cycling could lead to a corresponding decrease in vehicular traffic, resulting in fewer emissions and less pollution, with long-term positive impacts on the climate. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Failing to encourage mode transfer to cycling could see an increase in road traffic and hence an increase in climate-changing emissions, with long-term negative impacts.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	In both cases, increased mode share for cycling could lead to a corresponding decline in mode share for motorised road transport. Reduced demand for motorised road transport would reduce the need for new traffic infrastructure, such as roads and bridges, the construction of which could have negative impacts on soil, resulting in contamination and pollution. Air quality improvements could also positively impact on soil as could the transport network being used less intensively. The LTS therefore could have a long-term positive impact on soil. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Failing to encourage mode transfer to cycling could see an increase in motorised road traffic. This may lead to the necessity of new transport construction and a worsening of air quality, resulting in soil pollution and contamination, with long-term negative impacts.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	In both cases, increased mode share for cycling could lead to a corresponding decline in mode share for motorised road transport. Reduced demand for motorised road transport would reduce the need for new traffic infrastructure, such as roads and bridges, the construction of which could have negative impacts on water, resulting in contamination and pollution. The LTS therefore could have a long-term positive impact on water. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Failing to encourage mode transfer to cycling could see an increase in motorised road traffic. This may lead to the necessity of new transport construction, potentially leading to water pollution and contamination, with long-term negative impacts.	-

Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	In both cases, increased mode share for cycling could reduce the need for new infrastructure for vehicular traffic, such as roads and bridges, which could be unsightly, resulting in a long-term positive impact on the landscape while it would also reduce the visual impact of vehicles. It could therefore enhance the landscape. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Failing to encourage mode transfer to cycling could see an increase in motorised road traffic with a corresponding increase in infrastructure to cater for such traffic which may have long-term negative impacts on the landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Improved cycling facilities and opportunities for cycling would have a long-term positive impact on the people of Aberdeen. An increase in the number of destinations/origins that can be reached from Aberdeen and the wider regions by cycling would, contribute towards social inclusion by improving access to jobs, education and other key services, particularly for those without access to a car or who are no longer able to drive, such as the elderly. More people travelling by active travel has also been shown to be good for business in the Sustrans "Walking and Cycling Index". Cycling rather than private car could reduce congestion and pollution and result in more reliable journey times for people and freight. Increased opportunities to move freight by cycle would also reduce congestion and allow faster and more reliable freight movements. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	No improvement to cycling facilities could lead to a continuing growth in car travel, increasing congestion with long-term negative impacts on the economy.	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities?	Improved cycling facilities and opportunities for cycling will have a long-term positive impact on health by potentially making healthcare facilities and areas of open space more accessible, especially for those without access to a car. Should cycle mode share increase at the expense of car use, this will lead to a decrease in pollution and in improvement in air quality. This is preferable to the alternative scenario where conditions are anticipated to worsen. Cycling is also good for both physical health, by encouraging people to be active, but this exercise can release endorphins, which can also be good for mental health.	++	Without improvements to cycling facilities, some destinations potentially benefitting health may remain inaccessible to those without access to a car. Not encouraging mode transfer cycling could see an increase in pollution and emissions, with long-term negative impacts on health.	-

		Improve access to and quality of open space?				
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Improvements to cycling facilities could improve accessibility to sites of historic and/or cultural interest. An increase in cycle mode share at the expense of the car could reduce pollution and poor air quality which can have a damaging effect on older buildings. This will therefore have a positive impact on cultural heritage. Switching people to cycling can also help to reduce the visual impact of traffic. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Without improvements to cycling facilities, some destinations may remain inaccessible to those without access to a car. Not encouraging mode transfer to cycling could see an increase in pollution and poor air quality, with damaging effects on buildings and monuments. This would therefore have a long-term negative impact on cultural heritage.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Improved cycling facilities would be a valuable resource for the people of Aberdeen, with a long-term positive impact on material assets.	+	Not improving cycling facilities could deprive the people of Aberdeen of what could be a significant material asset. It may also lead to the further deterioration of our road assets through increased usage by motorised vehicles.	-
Policy 7: Bus - To work with partners and, through the North East Scotland Bus Alliance, to increase public transport patronage in Aberdeen by taking forward measures to make bus travel a more attractive option to all users with speed, reliability, cost and convenience benefits to make people choose it over the car.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**

Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Supporting a modal shift towards public transport will have positive impacts as it could reduce the need to construct new infrastructure and also reduce the intensity of use of the transport network, causing less harm to biodiversity.	++	Not supporting a modal shift to public transport could lead to more congestion and unreliable journey times leading to a negative impact on biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Supporting a modal shift towards public transport will have a positive impact on air quality as this could lead to a mode shift away from the private car meaning less polluting vehicles on the road. Given the national commitment to green buses and the growing number of hydrogen and EV buses in Aberdeen, this would help too.	++	Not supporting a modal shift to public transport is likely to negatively impact on air quality.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Supporting a modal shift towards public transport will have a positive impact on climate as this could lead to a mode shift away from the private car meaning less polluting vehicles on the road. Given the national commitment to green buses and the growing number of hydrogen and EV buses in Aberdeen, this would help too.	++	Not supporting a modal shift to public transport is likely to negatively impact on climatic factors.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Supporting a shift to cleaner, more sustainable forms of transport could have a positive impact on soil quality if less land is needed for road building to accommodate the growth in the private car	+	Not supporting a modal shift to public transport could have a negative impact on soil quality if it leads to a greater demand for more road based infrastructure.	-

Water	To ensure that the w ater quality and good ecological status of the w ater framew ork directive are maintained.	Result in the release of water-borne pollution into w atercourses, groundwater or reservoirs? Increase the amount of surface water run-off into w ater bodies? Increase development that physically impacts on a w atercourse or the coastline.	This is unlikely to impact upon w ater.	0	This is unlikely to impact upon w ater	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	A modal shift tow ards public transport could have a slight positive impact on landscape as it w ould reduce the impact of the private car on the landscape.	+	This is unlikely to impact upon the landscape	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Supporting mode shift to public transport and aw ay from the private car w ill have a positive impact on the population as it w ill benefit a larger number of the population than just car drivers by offering them better access to a better quality public transport system, allow ing them to be more mobile. It w ill also allow those w ho cannot drive or use active travel a w ay to get around. This is of increasing importance as the population continues to age.	++	Not supporting a mode shift tow ards public transport could lead to an increase in the use of the private car leading to more congestion and poorer air quality..	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities?	Promoting a shift to cleaner, more sustainable forms of transport from the private car w ill have a positive impact on human health as this w ill improve congestion and lead to better air quality. As people w ould have to w alk to the nearest boarding point this w ould also help to keep people fitter, so further benefitting human health.	++	Not supporting a modal shift to public transport could lead to more congestion and poorer air quality due to an increase in the use of the private car.	-

		Improve access to and quality of open space?				
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Promoting a shift to bus could improve access to cultural heritage facilities for those without access to a car or who are unable to drive, so helping to tackle social exclusion.	+	Not supporting a shift to cleaner, more sustainable forms of transport could increase social exclusion for those without access to a car or unable to drive..	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Increasing material assets for cleaner, more sustainable forms than car, such as bus, and potentially cleaner forms of transport (zero emission bus) will have a positive impact.	+	Not supporting a shift to cleaner, more sustainable forms of transport could lead to more infrastructure being required for less sustainable forms of transport.	-
Policy 8: Aberdeen Rapid Transit - To work with partners including NESTRANS, Transport Scotland and the North East Scotland Bus Alliance to develop an integrated Mass Transit 'step-change' public transport solution offering quick, attractive access to, from and across the city.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**

Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Supporting a modal shift towards Aberdeen Rapid Transit will have positive impacts as it could reduce the need to construct new infrastructure in the longer terms and also reduce the intensity of use of the transport network, causing less harm to biodiversity. However, it may lead to some land take initially to create the facilities required to support it	0	Not supporting a modal shift to Aberdeen Rapid Transit could lead to more congestion and unreliable journey times leading to a negative impact on biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Supporting a modal shift Aberdeen Rapid Transit will have a positive impact on air quality as this could lead to a mode shift away from the private car meaning less polluting vehicles on the road. Given that it is likely to be a zero emission solution, this would help too.	++	Not supporting a modal shift to Aberdeen Rapid Transit is likely to negatively impact on air quality.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Supporting a modal shift towards Aberdeen Rapid Transit will have a positive impact on climate as this could lead to a mode shift away from the private car meaning less polluting vehicles on the road. Given that it is likely to be a zero emission solution, this would help too.	++	Not supporting a modal shift Aberdeen Rapid Transit is likely to negatively impact on climatic factors.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Supporting a shift to cleaner, more sustainable forms of transport could have a positive impact on soil quality if less land is needed for road building to accommodate the growth in the private car. However, there may be some effect in soil to create the supporting infrastructure needed for Aberdeen Rapid Transit	0	Not supporting a modal shift to public transport could have a negative impact on soil quality if it leads to a greater demand for more road based infrastructure.	-

Water	To ensure that the w ater quality and good ecological status of the w ater framew ork directive are maintained.	Result in the release of water-borne pollution into w atercourses, groundwater or reservoirs? Increase the amount of surface water run-off into w ater bodies? Increase development that physically impacts on a w atercourse or the coastline.	There might be some disbenefit to w ater as a result of construction of the construction of the supporting infrastructure	-	This is unlikely to impact upon w ater	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	A modal shift tow ards Aberdeen Rapid transit could have a slight positive impact on landscape as it w ould reduce the impact of the private car on the landscape.	+	This is unlikely to impact upon the landscape	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Supporting mode shift to Aberdeen Rapid Transit and aw ay from the private car w ill have a positive impact on the population as it w ill benefit a larger number of the population than just car drivers by offering them better access to a better quality public transport system, allow ing them to be more mobile. It w ill also allow those w ho cannot drive or use active travel a w ay to get around. This is of increasing importance as the population continues to age.	++	Not supporting a mode shift tow ards public transport could lead to an increase in the use of the private car leading to more congestion and poorer air quality.	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities?	Promoting a shift to cleaner, more sustainable forms of transport from the private car w ill have a positive impact on human health. As people w ould have to w alk to the nearest boarding point this w ould also help to keep people fitter, w hile the zero emission nature of Aberdeen Rapid Transit w ill help stop people breathing in poor air. Furthermore, a public transport based system helps make people more mobile and less socially isolated w hich can be good for mental health.	++	If this project w as not supported then this could lead to more congestion and poorer air quality due to an increase in the use of the private car.	-

		Improve access to and quality of open space?				
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Promoting a shift to Aberdeen Rapid Transit could improve access to cultural heritage facilities for those without access to a car or who are unable to drive, so helping to tackle social exclusion.	+	Not supporting a shift to cleaner, more sustainable forms of transport could increase social exclusion for those without access to a car or unable to drive..	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Increasing material assets for cleaner, more sustainable forms than car, such as Aberdeen Rapid Transit, and potentially cleaner forms of transport (zero emission bus) will have a positive impact.	+	Not supporting a shift to cleaner, more sustainable forms of transport could lead to more infrastructure being required for less sustainable forms of transport.	-

Policy 9: Park and Ride – Work with partners to ensure that park and ride sites provide a range of attractive onward journey options, incentivise people to park on the edge of the city and continue their journey onwards by a more sustainable means and form part of the wider parking strategy in the city.

Indicator	Objectives	Will the policy…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC?	Supporting a shift from pure private car towards park and ride will have positive impacts on biodiversity by encouraging people on to a choice of modes which emits less per person than private car and are unlikely to necessitate large scale road building which could lead to loss of biodiversity	++	Not supporting a shift to park and ride could lead to more congestion and unreliable journey times leading to a negative impact on biodiversity.	-

	To maintain biodiversity, avoiding irreversible losses.	Have any adverse impacts on any nationally or locally designated site?				
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Supporting a shift from pure private car towards park and ride will have a positive impact on air quality as this could lead to less congestion and lets people choose from a range of zero or lower emission ways to make an onwards journey. Given the commitments to cleaning up the bus fleet nationally, even the bus option is likely to be low or zero emission	++	Not supporting a shift to park and ride is likely to negatively impact on air quality.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Supporting a shift from pure private car towards park and ride will have a positive impact on climatic factors as this could lead to less congestion and lets people choose from a range of zero or lower emission ways to make an onwards journey. Given the commitments to cleaning up the bus fleet nationally, even the bus option is likely to be low or zero emission	++	Not supporting a shift to park and ride is likely to negatively impact on climatic factors.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Supporting a shift from pure private car towards park and ride will have positive impacts on soil by encouraging people on to a choice of modes which emits less per person than private car and are unlikely to necessitate large scale road building which could lead to loss of biodiversity	+	Not supporting a shift to park and ride could have a negative impact on soil quality if it leads to a greater demand for more road based infrastructure.	-

Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Increased mode share for active travel through park and ride could lead to a corresponding decline in mode share for motorised road transport. Reduced demand for motorised road transport would reduce the need for new traffic infrastructure, such as roads and bridges, the construction of which could have negative impacts on water, resulting in contamination and pollution. The LTS therefore could have a long-term positive impact on water. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Not supporting a shift to park and ride could have a negative impact on water	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	A shift towards park and ride could have a slight positive impact on landscape as it would reduce the impact of the private car and congestion on the landscape.	+	Not supporting a shift to park and ride could have a negative impact on water	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Supporting a shift to park and rider and away from the purely private car journeys will have a positive impact on the population as it will help to reduce congestion, provide them with a greater ranger of ways to make their onward journey and lead to an improvement in air quality. Reducing private cars on the road will also allow a more reliable journey time for goods delivery.	++	Not supporting a shift to park and ride could have a negative impact on the population.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Promoting a shift to cleaner, more sustainable forms of transport from the private car will have a positive impact on human health as this will improve congestion and lead to better air quality. As people would have to walk to the nearest boarding point for public transport or could choose to make their onward journey by active travel, this would also help to keep people fitter and more mentally healthy, so further benefitting human health. Furthermore giving people an alternative to having to drive into the city and park, which can be stressful, can be beneficial to mental health.	++	Not supporting a shift to park and ride could have a negative impact on human health	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	A shift towards park and ride could have a positive impact on cultural heritage as it would reduce the impact of the private car and congestion on cultural heritage and help those who are unable to drive have access to it, so helping to tackle social exclusion.	+	Not supporting a shift to park and ride could have a negative impact on cultural heritage	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Increasing material assets for cleaner, more sustainable forms of transport will have a positive impact.	+	Not supporting a shift to cleaner, more sustainable forms of transport could lead to more infrastructure being required for less sustainable forms of transport.	-

Policy 10: Strategic Rail Network - To work with partners to increase opportunities for rail travel to, from and within Aberdeen and to enable sustainable journeys to and from stations.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Supporting the expansion of rail services could have a positive impact on biodiversity by reducing the reliance on the private car and so reducing the demand for more road based infrastructure and the subsequent environmental impact of it. There may be a small disbenefit to biodiversity if new stations and supporting infrastructure have to be built but this can be mitigated by new biodiversity interventions and will bring longer term benefit	++/-	Not supporting the expansion of rail services could lead to increased demand for road based infrastructure, leading to a negative impact on biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Working to support the expansion of rail services and the introduction of new and cleaner technology will have a positive impact on air quality as will shifting people from private cars to a more sustainable form of transport and enabling their journeys to and from the station by sustainable and active travel.	++	Failing to support the expansion of rail services, access to stations by sustainable and active travel and the use of new and cleaner technology would have a negative impact on air quality.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	Working to support the expansion of rail services and the introduction of new and cleaner technology will have a positive impact on climatic factors as will shifting people from private cars to a more sustainable form of transport and enabling their journeys to and from the station by sustainable and active travel.	++	Failing to support the expansion of rail services, access to stations by sustainable and active travel and the use of new and cleaner technology would have a negative impact on climatic factors	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Supporting the expansion of rail services could have a positive impact on soil by reducing the reliance on the private car and so reducing the demand for more road based infrastructure and the subsequent environmental impact of it. There may be a small disbenefit to soil if new stations and supporting infrastructure have to be built but this can be mitigated by new biodiversity interventions and will bring longer term benefit	++/-	Not supporting the expansion of rail services could lead to increased demand for road based infrastructure, leading to a negative impact on soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	There may be some benefit to water in the longer term as encouraging people towards rail is likely to lead to less need for larger scale road constriction schemes. However, there may be some disbenefit if new construction of stations and supporting infrastructure has to be undertaken, although this could be mitigated by building in features to reduce the impact	+/-	The impact of not having an LTS with this policy is likely to be neutral.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	There are unlikely to be significant impacts on the landscape. In fact, switching people from private car to train is likely to cause less congestion and lead to less cars impacting upon the landscape	+	Not supporting the expansion of rail services could lead to increased demand for road based infrastructure, leading to a negative impact on landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Supporting the expansion of rail services could make it easier for people to get around and also, with improvements to station access, support this further by enabling greater use of active and sustainable transport. It could also improve opportunities for goods to be delivered by rail as well as causing less congestion on road so that goods on road get an easier passage and more reliable journey time.	++	Not supporting the expansion of rail services could lead to increased demand for road based infrastructure, leading to a negative impact on the population	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Supporting the expansion of rail services could improve human health by giving people more access to transport services and tackling social isolation. By improving access to stations by sustainable and active modes this could help both physical and mental health. Reducing the need for people to drive in to the city centre, get stuck in congestion and have to find a parking space, and the associated stress that goes with it, can also be beneficial to mental health.	++	Not supporting the expansion of rail services could lead to increased demand for road based infrastructure, leading to a negative impact on human health both physically and mentally.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	A shift towards rail could have a positive impact on cultural heritage as it would reduce the impact of the private car and congestion on cultural heritage and help those who are unable to drive have access to it, so helping to tackle social exclusion.	+	Not supporting the expansion of rail services could lead to increased demand for road based infrastructure, leading to a negative impact on human health both physically and mentally.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	The expansion of rail services will contribute to the development of a fit for purpose transport system for the good of all the people of Aberdeen.	+	Not supporting the expansion of rail services could lead to increased demand for road based infrastructure, leading to a negative impact on material assets	-

Policy 11: Community and Demand Responsive Transport - To continue to work with Partners to deliver Demand Responsive Transport in Aberdeen for the benefit of the public						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Supporting Community and Demand Responsive transport, and using it to reduce the demand for car journeys, will have positive impacts on biodiversity by reducing the environmental impact (emissions and congestion) on flora and fauna. Reducing demand for private car transport will also reduce the need to construct more new infrastructure which could be damaging to biodiversity.	++	Not supporting Community and Demand Responsive transport could lead to more congestion and unreliable journey times leading to a negative impact on biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Supporting Community and Demand responsive transport will have a positive impact on air quality as this could lead to a mode shift away from the private car and could result in less congestion and emissions.	++	Not supporting Community and Demand Responsive transport is likely to negatively impact on air quality.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	Community and Demand responsive transport could have a positive impact on climatic factors if this was to lead to a mode shift away from the private car and could result in less congestion and emissions.	++	Not supporting Community and Demand Responsive transport is likely to negatively impact on climatic factors.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Supporting Community and Demand Responsive transport, and using it to reduce the demand for car journeys, will have positive impacts on soil by reducing the environmental impact (emissions and congestion) on it. Reducing demand for private car transport will also reduce the need to construct more new infrastructure which could be damaging to soil.	+	Not supporting Community and Demand Responsive transport could have a negative impact on soil quality	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Reducing demand for private car transport will also reduce the need to construct more new infrastructure which could be damaging to water and could lead to more run-off	+	Not supporting Community and Demand Responsive transport could have a negative impact on water quality	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Supporting Community and Demand Responsive transport could have a slight positive impact on landscape as it would reduce the impact of the private car on the landscape and reduce the need for more land to be given over to future transport network expansion.	+	Not supporting Community and Demand Responsive transport could have a negative impact on landscape quality	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Supporting a shift to Community and Demand Responsive transport and away from the private car will have a positive impact on the population as it will help to reduce congestion and lead to an improvement in air quality. It will also improve social inclusion by opening up opportunities to access goods, services and people for those without access to a car or who cannot drive. Reduced congestion can also help make journey times quicker and more reliable for goods	++	Not supporting Community and Demand Responsive transport could have a negative impact on the population	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Supporting a shift to Community and Demand Responsive transport will have a positive impact on human health as this will improve congestion and lead to better air quality. It will also help with mental health, reducing social isolation and saving people from the stresses of driving into the city, associated congestion and the need to find a parking space	++	Not supporting a shift to Community and Demand Responsive transport could lead to more congestion and poorer air quality due to an increase in the use of the private car. Also poorer mental health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Promoting a shift to Community and Demand Responsive transport could improve access to cultural heritage facilities for those without access to a car or who are unable to drive, so helping to tackle social exclusion. Making people less car dependent can also protect cultural heritage from the issues associated with lots of us of private cars such as congestion and pollution	+	Not supporting Community and Demand Responsive transport could have a negative impact on cultural heritage	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This is likely to make better and more efficient use of material assets	+	Not supporting Community and Demand Responsive transport could have a negative impact on material assets.	0

Policy 12: Coaches - To ensure that coach travel remains an attractive and accessible alternative to car travel for those accessing the city, both for business and leisure.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This is unlikely to impact upon biodiversity as coaches will likely be accommodated by the existing road network	0	This is unlikely to impact upon biodiversity.	0
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Promoting coaches could have a positive impact on air quality as this is a more sustainable form of transport than the private car, and it could encourage the use of active travel, for linked journeys by coach passengers, so reducing congestion.	+	Not supporting coaches could lead to a greater reliance on the use of the private car, leading to more congestion and poorer air quality.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	Promoting coaches could have a positive impact on air quality as this is a more sustainable form of transport than the private car, and it could encourage the use of active travel, for linked journeys by coach passengers, so reducing congestion.	+	Not supporting coaches could lead to a greater reliance on the use of the private car, leading to more congestion and more pollution.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This is unlikely to impact upon soil.	0	This is unlikely to impact upon soil.	0
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This is unlikely to impact upon water.	0	This is unlikely to impact upon water.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This is unlikely to impact upon landscape.	0	This is unlikely to impact upon landscape.	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Promoting coaches will open up more opportunities for those without access to a car or unable to drive thus increasing social inclusion.	+	Not supporting coaches could lead to a greater reliance on the use of the private car, leading to more congestion and poorer air quality This could also have a negative impact on social inclusion.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Promoting coaches will have a positive impact on social inclusion and could lead to an increase in active travel as people are less car dependent when making onward journeys. It could also lead to improved air quality and less congestion as it provides an alternative to car.	+	Not tourist coaches could lead to a greater reliance on the private car, increasing congestion and having a negative impact on air quality. It could also have a detrimental effect on social inclusion	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Promoting coaches could have a positive impact on cultural heritage by improving access for those unable to drive, so increasing social inclusion.	+	Not supporting coaches could have a detrimental impact on social inclusion	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This is unlikely to impact upon material assets.	0	This is unlikely to impact upon material assets.	0

Policy 13: Taxis and private hire vehicles - To work in partnership with the Aberdeen taxi and private hire car trade to ensure an adequate supply of safe, clean, low-carbon and accessible vehicles and pick-up points.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This is unlikely to impact upon biodiversity.	0	This is unlikely to impact upon biodiversity.	0
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Promoting taxis and private hire vehicles could have a positive impact on air quality as this is a more sustainable form of transport than the private car.	+	Not supporting taxis could lead to a greater reliance on the use of the private car, leading to more congestion and poorer air quality.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	Promoting taxis and private hire vehicles could have a positive impact on climatic factors as this is a more sustainable form of transport than the private car.	+	Not supporting taxis could lead to a greater reliance on the use of the private car, leading to more congestion and a detrimental impact upon climatic factors	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This is unlikely to impact upon soil.	0	This is unlikely to impact upon soil.	0
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This is unlikely to impact upon water	0	This is unlikely to impact upon water	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This is unlikely to impact upon landscape	0	This is unlikely to impact upon landscape	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Promoting taxis and private hire vehicles will open up more opportunities for those without access to a car or unable to drive thus increasing social inclusion.	+	Not supporting taxis and private hire vehicles could lead to a greater reliance on the use of the private car, leading to more congestion and poorer air quality This could also have a negative impact on social inclusion.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Promoting taxis and private hire coaches will have a positive impact on social inclusion and could lead to an increase in active travel. It could also lead to improved air quality and less congestion.	+	Not promoting taxis and private hire vehicles could lead to a greater reliance on the private car, increasing congestion and having a negative impact on air quality.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Promoting taxis and private hire vehicles could have a positive impact on cultural heritage by improving access for those unable to drive, so increasing social inclusion.	+	Not supporting taxis and private hire vehicles could lead to a greater reliance on the use of the private car.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This is unlikely to impact upon material assets.	0	This is unlikely to impact upon material assets.	0

Policy 14: Car Sharing - Continue to promote car sharing as a means of reducing emissions from transport and saving people money, and to create and support opportunities to encourage people to do so						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This could have a small positive impact on biodiversity by reducing pollution, which could damage it and by reducing the need for large infrastructure improvements which could take land away.	+	This is likely to have a negative impact on biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Car sharing can reduce congestion and help to improve air quality by reducing the number of vehicles on the road.	+	Not promoting car sharing could lead to an increase in private car use, emissions and congestion.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	Car sharing can reduce congestion and help to improve climatic factors by reducing the number of vehicles on the road.	+	Not promoting car sharing could lead to an increase in private car use, emissions and congestion.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This could have a small positive impact on soil by reducing pollution, which could damage it and by reducing the need for large infrastructure improvements which could take land away.	+	This is likely to have a negative impact on soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This could have a small positive impact on water by reducing pollution, which could damage it and by reducing the need for large infrastructure improvements which could cause pollution.	+	This is likely to have a negative impact on water.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This could have a small positive impact on landscape by reducing pollution, which could damage it and by reducing the need for large infrastructure improvements which could impact upon it. It would also reduce the number of cars on the road which would impact upon its setting.	+	This is likely to have a negative impact on landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	This would open up work, education and leisure opportunities for those without access to a car or unable to drive, so increasing social inclusion. It would also reduce congestion, helping to make for an easier and more reliable journey for goods and services.	+	This could increase social exclusion by further increasing the reliance on the private car, so excluding many vulnerable groups from work, education and leisure opportunities. It could also led to congestion.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Car sharing can have a positive impact on human health by reducing congestion and improving air quality. Social inclusion can also improve as well as mental health as more vulnerable groups of people will be able to more easily interact with others.	+	There could be negative impacts if a greater reliance on the private car leads to greater congestion and poorer air quality. Social exclusion could also occur, with consequential impacts on mental health of vulnerable groups.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Car sharing could help provide those who cannot drive or do not have access to a car with better access to cultural heritage. Furthermore, less cars means less visual and environmental impact on cultural heritage.	+	This is likely to have a negative impact on cultural heritage.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This is likely to make more efficient use of the transport network.	+	This is likely to have a negative impact on material assets.	-

Policy 15: Car Clubs – Continue to encourage car clubs in Aberdeen as a means of giving people access to vehicles without needing to own one and to continue to work with the contracted operator in Aberdeen to expand and further develop the car club offering in the city						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This is likely to have a positive impact on biodiversity. A car club car can replace up to 17 private cars so it means less land has to be given over to parking, both in existing and new developments.	+	This is likely to have a negative impact upon biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Car clubs reduce the number of vehicles on the road and tend to use low emission vehicles, both of which have the ability to reduce emissions from transport, which is good for air quality.	+	Not promoting car clubs could lead to an increase in private car use and emissions.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	Car clubs reduce the number of vehicles on the road and tend to use low emission vehicles, both of which have the ability to reduce emissions from transport, which is good for the climate.	+	Not promoting car clubs could lead to an increase in private car use and emissions.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This is likely to have a positive impact on biodiversity. A car club car can replace up to 17 private cars so it means less land has to be given over to parking, both in existing and new developments.	+	This is likely to have a negative impact upon soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This is likely to have a positive impact on water. A car club car can replace up to 17 private cars so it means less land has to be given over to parking, both in existing and new developments, meaning less sealed surfaces and greater ability to accommodate rainfall.	+	This is likely to have a negative impact upon water.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This is likely to impact positively upon landscape by requiring less space to be given over to cars and the reduction in the visual impact of parked cars.	+	This is likely to have a negative impact upon landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	This would open up work, education and leisure opportunities for those without access to a car. It also reduces the burden and expense of car ownership for people, giving them access to a car without needing to own one. By reducing the number of cars on the road, and parked cars, this helps with the movement of goods too.	++	This is likely to have a negative impact upon population.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Car clubs can have a positive impact on human health by reducing congestion and improving air quality. Car club users are also more likely to use active travel, without the temptation of a private car at their front door. Furthermore, car clubs can give people who do not own cars access to opportunities and reduce social exclusion.	++	This is likely to have a negative impact upon human health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This is likely to impact positively upon cultural heritage by requiring less space to be given over to cars and the reduction in the visual impact of parked cars. Membership of a car club can also help people who do not own a car to access cultural heritage.	++	This is likely to have a negative impact upon cultural heritage.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This is likely to make more efficient use of the transport network.	+	This is likely to have a negative impact upon material assets.	0

Policy 16: Powered Two wheelers - To improve conditions for motorcyclists on Aberdeen's roads, particularly in terms of rider safety and encourage a shift to low carbon vehicles.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This policy is not anticipated to impact on biodiversity.	0	There are no impacts on biodiversity.	0
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Should conditions for motorcyclists improve, motorcycling's mode share could increase at the expense of the private car. This could have air quality disbenefits as motorcycles can release more oxides of nitrogen than cars. However, this can be partly mitigated by the LTS support for low and zero emission motorcycles.	+/-	No overall positive or negative impact on air quality if no LTS in place.	0
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Should conditions for motorcyclists improve, motorcycling's mode share could increase at the expense of the private car. This would have benefits through a reduction in carbon dioxide emissions. This is preferable to the alternative scenario which may lead to an increase in climate-changing emissions. The LTS also contains support for low and zero emission motorcycles.	+	If conditions for motorcyclists do not improve, motorcycling's mode share may fall. If trips are transferred to the car instead, this could result in an increase in climate-changing emissions with long- term negative impacts.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This policy is not anticipated to impact on soil.	0	There are no impacts on biodiversity.	0
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This policy is not anticipated to impact on water.	0	This does not impact on water.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This policy is not anticipated to impact on the landscape.	0	This does not impact on the landscape.	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Improved conditions for powered two wheelers could make this a more attractive mode, encouraging a transfer from the private car. This could have the effect of reducing congestion and improving journey time reliability, allowing the more efficient movement of people and goods. Enabling motorcycling could also contribute towards social inclusion, providing an alternative transport mode for those without access to a car, thus improving accessibility to key services. This will therefore have a long-term positive impact on the population. This is preferable to the alternative scenario which may lead to an increase in congestion and social exclusion.	+	Failing to improve conditions for powered two wheelers could make such modes more unattractive. If trips are transferred to the car instead, congestion and journey time unreliability could increase. This could also contribute towards social exclusion by making unattractive a transport option that could benefit those without access to or unable to afford a private car, thus preventing people accessing key destinations and services. This would have a long-term negative impact on the population.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Neutral overall. Safer conditions for motorcyclists will reduce casualties and fatalities resulting from road accidents and collisions. Mode transfer from car to motorcycle could, however, increase emissions that are harmful to human health. However, this could be mitigated by support for lower emission motorcycle technologies. The objective will therefore have a mixed impact on health. Any review into allowing motorcycles into bus lanes would have to consider the safety implications for pedal cyclists who are also permitted to use these lanes. Overall, though, this is preferable to the alternative scenario where motorcycling becomes increasingly unsafe.	+/-	Not improving safety for motorcyclists could see an increase in accidents and injuries involving these vulnerable road users, potentially resulting in more fatalities. This obviously has a strong negative impact on health. .	--
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This objective could bring a small positive impact to Cultural Heritage by providing an alternative transport mode, for those without access to a car, to experience it.	+	Not having an LTS and this topic area could impact negatively on Cultural Heritage.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Safer conditions for motorcyclists and encouraging a shift to them from cars could help make more efficient use of the transport network.	+	Not having this plan could impact negatively on material assets.	-

Policy 17: Zero emission vehicles - In line with National Targets, to lead by example in Aberdeen and to encourage a shift to vehicles which are zero emission at the tailpipe and work with partners to ensure that users have good access to a growing network of high quality refuelling facilities						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	A greater switch to zero-emission vehicles would reduce the use of petrol and diesel vehicles which can have negative impacts on biodiversity through the release of pollutants.	++	Not encouraging usage of zero-emission vehicles means the use of conventional vehicles continues which can have negative impacts on biodiversity through the release of pollutants.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	A greater switch from petrol and diesel powered vehicles to low-emission vehicles will have long-term positive impacts on air quality by reducing the volume of emissions from transport which contributes to poor air quality. Although there will still be particulates emitted from tyres and brake components, the overall impact on low air quality by switching to low emission vehicles will be positive. This is preferable to the alternative scenario where air quality will continue to worsen.	+	Not encouraging usage of low-emission vehicles will mean that emissions continue to increase and transport's impact on air quality will remain negative in the long-term.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	A greater switch from petrol and diesel to zero-emission vehicles has long-term positive impacts on the climate by reducing the volume of climate-changing emissions and pollution released by transport. This is preferable to the alternative scenario where emissions will continue to grow. An increase in the number of EVs could lead to a larger electrical requirement which could increase emissions depending on how it is generated and distributed.	++/-	Not encouraging usage of zero-emission vehicles will mean that emissions continue to increase and transport's impact on climate change will remain negative in the long-term.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Air quality improvements arising from this objective can reduce the impacts of air pollution on soil. This is preferable to the alternative scenario where impacts continue to be negative.	+	Continuing poor air quality will result in air pollution with long-term negative impacts on soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	No impacts on water are anticipated.	0	This does not impact upon water.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	No impacts on landscape are anticipated.	0	This does not impact upon the landscape.	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	There is a small positive impact to population. If a switch from petrol and diesel to zero emission vehicles means cleaner air, it could help to ensure that those with breathing issues are more able to get out and about and less likely to suffer social exclusion.	+	Not having this policy may impact upon social inclusion.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	A greater usage of zero-emission vehicles will have long-term positive impacts on health by reducing the volume of harmful emissions and pollution released by transport. This is preferable to the alternative scenario where the negative impacts of car usage on health remain. It will also reduce the noise from the transport network as low emission vehicles are usually much quieter than fossil fuelled alternatives. However, the quietness can also pose a small issue for those who are blind and cannot always hear them coming.	+	Not encouraging usage of zero emission vehicles means that usage of conventional vehicles will continue, potentially resulting in an increase in harmful emissions, with a long-term negative impact on health. Although their reduced noise can bring disbenefit to those who are blind, it can also benefit those who are made unwell by noise from the transport network.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	A greater usage of zero-emission vehicles will have long-term positive impacts on cultural heritage by reducing the volume of harmful emissions and pollution released by transport which can cause damage to, and discolouration of, buildings and monuments. The reduced noise from low emission vehicles compared with fossil fuelled ones will also help with this. This is preferable to the alternative scenario where transport's impact on cultural heritage continue to be negative.	++	Not facilitating usage of zero emission vehicles means that usage of conventional vehicles will continue, potentially resulting in an increase in air pollution, with a long-term negative impact on buildings and monuments..	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links?	Zero emissions vehicles promote the sustainable use of resources and lead to environmental improvements with long-term benefits for our material assets through more efficient use. However, there may be an impact on demand for materials needed to make batteries for EVs and also resources needed to produce and distribute the power to refuel them.	++/-	This is likely to have a minor impact on material assets.	-

	Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights	Destroy or sever any core path or right of way?				
Policy 18: Parking - To develop a parking regime for Aberdeen that supports the principle of the City Centre functioning as a destination, encourages people to access and move around the city sustainably, facilitates interchange between modes, enhances the economic vitality of the City Centre and district shopping centres and still supports people with restricted mobility in accessing facilities						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This policy could have a positive impact on biodiversity. If less space is needed for planning then more space can potentially be given over to flora and fauna. Furthermore, more efficient use of parking should mean less emissions, positively benefitting flora and fauna. There may be some negative impacts should new facilities need to be constructed to enable interchange or encourage longer stay parking out with the city centre but the positive benefit is likely to be higher.	+/-	Not having an LTS and this policy could have a small negative impact on biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Encouraging short trips within the City Centre (an AQMA) to transfer to alternative modes will have long-term benefits for air quality through reducing traffic and congestion, while encouraging people to park on the outskirts for longer stay and take another way in should lead to less traffic in the City Centre and areas with air quality issues.	++	Not having an LTS and policy could have a negative impact on air quality.	-

Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	Encouraging short trips within the City Centre (an AQMA) to transfer to alternative modes will have long- term benefits for climatic factors through reducing traffic and congestion, while encouraging people to park on the outskirts for longer stay and take another way in should lead to less traffic in the city and emissions.	++	Not having an LTS and this policy could have a negative impact on air climatic factors.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This policy could have a positive impact on soil. If less space is needed for planning then more space can potentially be given over to flora and fauna. Furthermore, more efficient use of parking should mean less emissions, positively benefitting soil. There may be some negative impacts should new facilities need to be constructed to enable interchange or encourage longer stay parking out with the city centre but the positive benefit is likely to be higher.	+/-	Not having an LTS and this policy could have a small negative impact on soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This policy could have a positive impact on water If less space is needed for planning then this could mean less sealed surfaces, meaning surfaces are more able to absorb water. Also, potentially more paces can be given over to facilities to collect and filter water. Furthermore, more efficient use of parking should mean less emissions, positively benefitting water. There may be some negative impacts should new facilities need to be constructed to enable interchange or encourage longer stay parking out with the city centre but the positive benefit is likely to be higher.	+/-	Not having an LTS and this policy could have a negative impact on water.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the city?	This policy could have a positive impact on landscape if it leads to less cars having to be parked and less space having to be given over to parking. However, there may be some negative impact on the landscape if more parking is created on the outskirts to facilitate this and to create supporting infrastructure. However, this is judged to be less negative than the benefits.	+/-	Parking detracts from the landscape setting in some areas of the City.	-

Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Prioritising the available parking spaces for short stay retail, leisure and business trips will have a long-term positive impact on the economy as such trips are most likely to have economic benefits, particularly in terms of maintaining the retail viability of the City Centre and neighbourhood centres. Efforts to take into account the needs of the mobility impaired and disabled and to ensure blue badge parking spaces are being used responsibly will promote social inclusion by ensuring key destinations and services are accessible to the disabled travelling by car. This is preferable to existing parking policies which often encourage driving and hence contribute to congestion. It will still ensure that the population are able to have access to facilities too and, with less traffic on the roads, means a smoother passage for freight.	++	Current parking availability and pricing often make driving a more attractive mode of transport than other options, with long-term negative impacts on the population through contributing to congestion and unreliable journey times. Abuse of the blue badge parking scheme limits the number of parking spaces available to those with a genuine need, contributing to social exclusion.	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Encouraging short trips in the City Centre to be undertaken by active travel and giving people more options to do this from parking facilities at the edges of the city, will increase levels of physical activity, reduce pollution and improve air quality, with long-term positive impacts on health. An adequate supply of short-stay parking spaces near healthcare facilities will improve access to such facilities, especially for those finding it difficult to walk, cycle or use public transport. This is preferable to existing parking policies which often discourage active travel. More space for people and less for vehicles is also beneficial to mental health as is a parking system which discourages people from driving in the city centre.	++	Current parking availability and pricing often make driving an attractive mode of transport than active modes, such as walking and cycling, with long-term negative impacts on health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Minimising the negative impacts of parking on streetscape will have long-term positive benefits for cultural heritage, especially in conservation areas and areas of historical/cultural interest. An adequate supply of appropriate parking in the vicinity of such sites will improve access to them. This is preferable to the alternative scenario where no effort is made to address parking's impacts on cultural heritage.	+	An abundance of vehicles and parked cars in and around important sites can have negative impacts on the setting of such sites.	-

Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	An improved car parking regime will improve conditions for all, providing an adequate supply of parking spaces for those with most need, and allowing available spaces and the transport network more widely to be used efficiently and economically.	+	Car parking spaces are not always used to their best advantage, with a negative impact on material assets.	-

Policy 19: Demand Management - In addition to parking and traffic management, investigate, in partnership with Aberdeen City Council and NESTRANS, the implications of introducing other demand management methods to Aberdeen

Indicator	Objectives	Will the policy…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Reducing the demand for transport could have a positive impact on biodiversity by reducing the need for more road based infrastructure and any subsequent pollution that arises from it.	++	Not managing demand could lead to more reliance on the private car, thus increasing congestion and lowering air quality.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Reducing the demand for transport could have a positive impact on air quality by reducing the need for more road based infrastructure and any subsequent pollution that arises from it.	++	Not managing demand could lead to more reliance on the private car, thus increasing congestion and lowering air quality.	-

Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Reducing the demand for transport could have a positive impact on air quality by reducing the need for more road based infrastructure and the subsequent emissions that arise from it.	++	Not managing demand could lead to more reliance on the private car, thus increasing congestion and low ering air quality.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the w ater environment?	Reducing the demand for travel could have a positive impact on soil as land is not taken up by more roads based infrastructure and any subsequent pollution that arises from it..	+	Not managing demand could lead to more reliance on the private car, thus increasing the demand for land for road based infrastructure.	-
Water	To ensure that the w ater quality and good ecological status of the w ater framew ork directive are maintained.	Result in the release of water-borne pollution into w atercourses, groundwater or reservoirs? Increase the amount of surface water run-off into w ater bodies? Increase development that physically impacts on a w atercourse or the coastline.	Less demand for road space means less space paved over meaning more ability of the land to absorb w ater, less effect on w ater courses from pollution and more opportunities to catch, store and filter rainw ater.	+	Not managing demand could lead to more reliance on the private car, thus increasing the demand for land for road based infrastructure and impacts on land take, the ability of the land to absorb and store w ater and w ater based pollution.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Demand management measures could lead to less new infrastructure being required, so enhancing the landscape.	+	A lack of demand management measures could lead to more new infrastructure being created, w hich w ould have a negative impact on the landscape.	-

Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Reducing demand could lead to an uptake in active travel and more sustainable forms of travel. Congestion could also be reduced, leading to more reliable journey times, especially for freight. Reducing demand for private road based transport could also make other forms of transport, including active travel and public transport, more attractive. Given these tend to be accessible by a larger number of users than private cars, this could bring benefits to mental health through social inclusion.	++	If demand is not reduced, then this could lead to more congestion and a further reliance on the private car, thus increasing the unreliability of journey times. It could also impact negatively on social inclusion.	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Reducing demand could lead to an uptake in active travel and more sustainable forms of travel. Congestion could also be reduced, leading to more reliable journey times. Reducing demand for private road based transport could also make other forms of transport, including active travel and public transport, more attractive. Given these tend to be accessible by a larger number of users than private cars, this could bring benefits to mental health through social inclusion.	++	If demand is not reduced, then this could lead to more congestion and a further reliance on the private car, thus increasing the unreliability of journey times. It could also impact negatively upon mental health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Managing demand could have a positive impact on cultural heritage by lessening the impact of pollution on historic buildings and the visual impact of traffic. Furthermore, reducing demand for private road based transport could also make other forms of transport, including active travel and public transport, more attractive. Given these tend to be accessible by a larger number of users than private cars, this could help make cultural heritage more accessible.	++	Increasing demand could have a negative impact on cultural heritage due to increasing levels of pollution, visual impact of traffic and accessibility.	-

Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access Opportunities and rights	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Managing demand will have a positive impact on material assets by causing less strain on existing assets.	+	Increasing demand will put more strain on existing assets.	-
Policy 20: Road Improvements - In line with the National Sustainable Investment Hierarchy, make better use of existing capacity ahead of constructing new but, where new infrastructure is required, ensure it both enables and incorporates sustainable transport and biodiversity options.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This is likely to be a neutral effect overall. Although new infrastructure could lead to a negative effect on biodiversity, it will have to mitigate its impact by incorporating biodiversity into the design, Long-term it may lead to less emissions from transport, which can positively impact biodiversity too.	+/-	Without the LTS there is likely to be less emphasis on making better use of existing capacity before building new.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This is likely to be a neutral effect overall. Although new infrastructure could lead to a negative effect on air quality through construction, long-term it may lead to less emissions from transport, which can positively impact air quality too.	+/-	Without the LTS there is likely to be less emphasis on making better use of existing capacity before building new.	-

Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	This is likely to be a neutral effect overall. Although new infrastructure could lead to a negative effect on climatic factors through construction, it will have to mitigate its impact by incorporating climate into the design, Long-term it may lead to less emissions from transport, which can positively impact air quality too.	+/-	Without the LTS there is likely to be less emphasis on making better use of existing capacity before building new.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This is likely to be a neutral effect overall. Although new infrastructure could lead to a negative effect on soil, it will have to mitigate its impact by incorporating soil into the design, Long-term it may lead to less emissions from transport, which can positively impact soil too.	+/-	Without the LTS there is likely to be less emphasis on making better use of existing capacity before building new.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This is likely to be a neutral effect overall. Although new infrastructure could lead to a negative effect on water, due to reducing the ability of the soil to absorb water, added runoff and potential environmental impacts during construction, it will have to mitigate its impact by incorporating water treatment into the design, Long-term it may lead to less emissions from transport, which can positively impact water pollution too.	+/-	Without the LTS there is likely to be less emphasis on making better use of existing capacity before building new.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This is likely to be a neutral effect overall. Although new infrastructure could lead to a negative effect on landscape, especially during construction, it will have to mitigate its impact in the design,	+/-	Without the LTS there is likely to be less emphasis on making better use of existing capacity before building new.	-

Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	There is likely to be a positive impact here. It still allows for the creation of new infrastructure to assist the movement of people and goods but it ensures that this is done in a way which ensures that infrastructure is used more efficiently meaning people will get better value from the transport network. It also encourages provision for a range of modes, designing for the most sustainable first, which tend to be the modes that are most accessible to the largest number of people, so benefitting social inclusion.	+	Without the LTS there is likely to be less emphasis on making better use of existing capacity before building new, leading to greater disruption and more favouring of private road transport, which does not benefit all.	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Making better use of existing infrastructure and making sure, where new infrastructure is built, it builds in sustainable transport provision, ensures that more people have access to active travel and feel safer and happier using it, bringing both physical and mental health benefits.	+	Without the LTS there is likely to be less emphasis on making better use of existing capacity or building in sustainable transport provision, leading to greater disruption and more favouring of private road transport, which is less beneficial to health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This is likely to be a neutral effect overall. Although new infrastructure could lead to a negative effect on cultural heritage especially during construction, it will have to mitigate its impact in the design. Incorporating sustainable transport into the design should also help to make it accessible to more people.	+/-	Without the LTS there is likely to be less emphasis on making better use of existing capacity before building new.	-

Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	New and improved roads add to our material assets, with long-term positive impacts.	+	Failing to improve the road network could lead to the long-term deterioration of our material assets.	-
Policy 21: Trunk Road Network - Support improvements to the trunk road network, allowing the safe movement of people and goods to, from and around Aberdeen						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Supporting improvements to the Trunk Road network is likely to have a neutral effect on biodiversity. Improving the network could lead to less congestion and improved journey times, leading to less pollution. However, this could also lead to land take for new infrastructure which could have a negative impact. Designs should also incorporate biodiversity into them.	+/-	Not supporting improvements is likely to lead to increased congestion and more pollution, resulting in a negative impact on biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Supporting improvements to the Trunk Road network is likely to have a positive effect on air quality. Improving the network could lead to less congestion and improved journey times, leading to less pollution. There may be a small negative impact during construction but the positive impacts are likely to outweigh this.	++/-	Not supporting improvements is likely to lead to increased congestion and more pollution, resulting in a negative impact on air quality.	-

Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	Supporting improvements to the Trunk Road network is likely to have a positive effect on climatic factors. Improving the network could lead to less congestion and improved journey times, leading to less pollution. There may be a small negative impact during construction but the positive impacts are likely to outweigh this.	+	Not supporting improvements is likely to lead to increased congestion and more pollution, resulting in a negative impact on climatic factors.	-
Soil	To reduce contamination, safeguard soil quantity and quality	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Supporting improvements to the Trunk Road network is likely to have a neutral effect on soil. Improving the network could lead to less congestion and improved journey times, leading to less pollution. However, this could also lead to land take for new infrastructure which could have a negative impact. Designs should also incorporate soil into them.	+/-	If the Trunk Road Network is not improved, this could lead to increased congestion and pollution.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Supporting improvements to the Trunk Road network is likely to have a neutral effect on water. Improving the network could lead to less congestion and improved journey times, leading to less pollution. However, this could also lead to land take for new infrastructure which could have a negative impact on water, both during construction and from runoff. However, designs should also incorporate water treatment into them.	+/-	If the Trunk Road Network is not improved, this could lead to increased congestion and pollution.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Supporting improvements to the Trunk Road network is likely to have a neutral effect on landscape. While it could have visual impact, especially during construction, designs should be able to mitigate this.	0	Not having an LTS is unlikely to change this.	0

Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Improving the Trunk Road Network could lead to less congestion and improved and more reliable journey times for people and goods. This could open up more opportunities for travel by more sustainable modes.	+	Not improving the Trunk Road Network could lead to more congestion and worsening pollution levels.	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Improving the Trunk Road Network could lead to less congestion and improved and more reliable journey times. Less congestion could also lead to better air quality, which would have a positive impact on human health.	+	Not improving the Trunk Road Network could lead to more congestion and worsening pollution levels. This could lead to poorer air quality which could have a detrimental impact on human health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Supporting improvements to the Trunk Road network is likely to have a neutral effect on landscape. While it could have visual impact, especially during construction, designs should be able to mitigate this while it should make cultural heritage more accessible for more people.	+/-	Not having an LTS is unlikely to change this	0
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links?	Improving the Trunk Road network will help to alleviate the stress on existing assets .	+	More stress would be placed on existing assets which are likely to deteriorate at a faster rate.	-

	Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Destroy or sever any core path or right of way?				

Policy 22: AWPR – To continue to "lock in" the benefits of the AWPR by encouraging strategic traffic to route from and to it, creating more space for sustainable travel on Aberdeen routes and allowing the City Centre to function as a destination rather than a through route.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Measures to improve conditions for sustainable transport modes following implementation of the AWPR could have long-terms positive impacts on biodiversity by reducing noise and pollution, as well as run-off from roads, all of which can impact upon biodiversity in terms of species and habitat damage and disruption. This is preferable to the alternative scenario where conditions continue to worsen.	+	Failing to improve conditions for sustainable transport modes following implementation of the AWPR could have long-terms negative impacts on biodiversity. Without such measures, traffic is likely to increase, thus increasing noise and pollution, as well as run-off from roads, all of which can impact upon biodiversity in terms of species and habitat damage and disruption.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Measures to improve conditions for sustainable transport modes following implementation of the AWPR could have long-term positive impacts on air quality by encouraging and facilitating the use of cleaner modes of transport. This is preferable to the alternative scenario where conditions continue to worsen.	+	Failing to improve conditions for sustainable transport modes following implementation of the AWPR could have long-term negative impacts on air quality by encouraging car traffic at the expense of sustainable modes, thus increasing emissions.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Measures to improve conditions for sustainable transport modes following implementation of the AWPR could have long-terms positive impacts on the climate by encouraging and facilitating the use of cleaner modes of transport. This is preferable to the alternative scenario where conditions continue to worsen.	+	Failing to improve conditions for sustainable transport modes following implementation of the AWPR could have long-term negative impacts by encouraging car traffic at the expense of sustainable modes, thus increasing emissions.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Air quality improvements have the potential to positively impact on soil. This is preferable to the alternative scenario where air quality is anticipated to worsen.	+	Failing to improve conditions for sustainable transport modes lead to an increase in road traffic thus a worsening of air quality, which could have a long term negative impact on soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Measures to improve conditions for sustainable transport modes following implementation of the AWPR are unlikely to impact on water.	0	This is unlikely to impact on water.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Measures to encourage more walking and cycling in the City Centre and a reduction in car usage could have long-term benefits for the landscape setting of the City Centre. This is preferable to the alternative scenario where transport's impact on the landscape is anticipated to worsen.	+	Failing to improve conditions for sustainable transport could see an increase in road traffic and congestion, with negative impacts on the landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Prioritisation and promotion of active travel in the City Centre will reduce congestion, allow the more efficient movement of freight and contribute towards social inclusion by improving accessibility to key services and destinations by these inexpensive modes. A long-term positive impact on the population will therefore result. This is preferable to the alternative scenario where congestion and social exclusion remain problems.	+	Failing to improve conditions for sustainable transport could see an increased in car travel and hence congestion. It will likely be the case that certain areas/destinations remain inaccessible to those without access to car thus contributing to social exclusion. This will have long-term negative impacts on the population.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Prioritisation and promotion of active travel in the City Centre will have long-term positive impacts on health by encouraging use of active travel modes and reducing pollution, emissions, noise and vibration associated with motor traffic. Promoting the modes which also allow more people access to transport will also have a positive impact on mental health by enabling greater social inclusion. This is preferable to the alternative scenario which fails to provide any health benefits.	+	Failing to improve conditions for sustainable transport could discourage healthy and active travel with long-term negative impacts on health. This may lead to an increase in car travel, and a corresponding increase in noise, emission and pollution. It may also lead to greater social isolation.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Prioritisation and promotion of active travel in the City Centre will have long-term positive impacts by improving accessibility by these modes to areas of cultural and historical interest and reducing noise and vibrations around sensitive sites as well as the visual impact of traffic. This is preferable to the alternative scenario which provides no benefits.	+	Failing to improve conditions for sustainable transport could see certain areas remaining inaccessible for those without access to a car and see them affected by the visual impact of traffic and pollution.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Implementing this will make better use of material asset and help them to be accessible by more people.	++	Failing to improve sustainable transport infrastructure will limit the assets available to the people of Aberdeen and will lead to the erosion of our existing asserts through overuse.	-

Policy 23: Shipping and Ferry Services To work with partners to ensure that Aberdeen's harbours remain world class, able to grow their National and International trade, are well linked to the city and strategic transport network for all users and continue to attract freight, engineering and cruise traffic as well as being the main port of call in Scotland for the Northern Isles ferry services with appropriate access for all users						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This policy is likely to be neutral. Although it could see construction of enhanced infrastructure to link the harbours to the strategic transport network, this is likely to benefit all users, not just road, and to have to mitigate the impact of its construction.	+/-	Not having this policy is unlikely to impact on biodiversity.	0
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This policy is likely to be slightly positive. Although it could see construction of enhanced infrastructure to link the harbours to the strategic transport network, this is likely to benefit all users, not just road and also lead to the more efficient access to the harbours, meaning less congestion and subsequent air pollution.	++/-	Not having this policy is likely to impact negatively on air.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	This policy is likely to be slightly positive. Although it could see construction of enhanced infrastructure to link the harbours to the strategic transport network, this is likely to benefit all users, not just road and also lead to the more efficient access to the harbours, meaning less congestion and subsequent emissions.	++/-	Not having this policy is likely to impact negatively on climatic factors	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This policy is likely to be neutral. Although it could see construction of enhanced infrastructure to link the harbours to the strategic transport network, this is likely to benefit all users, not just road, and to have to mitigate the impact of its construction.	+/-	Not having this policy is unlikely to impact on soil.	0
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This policy is likely to be neutral. Although it could see construction of enhanced infrastructure to link the harbours to the strategic transport network, this will have to mitigate the impact of its construction.	+/-	Not having this policy is unlikely to impact on water.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This policy is likely to be neutral. Although it could see construction of enhanced infrastructure to link the harbours to the strategic transport network, this will have to mitigate the impact of its construction.	+/-	Not having this policy is unlikely to impact on water.	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	This policy is likely to benefit the population both for the movement of people and goods, not only by ensuring that the harbours continue to attract business and maintain ferry links, but also in their better linkage to the strategic transport network.	++	Not having this policy could undermine the success of the harbours and their connections.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Any new connections to the harbour will incorporate active travel which is good for health. Furthermore, the ability to use ferry services and have greater access to places and better opportunities through the transport network can be beneficial to both mental and physical health.	++	Failing to improve access to the harbour for all modes of transport could see less opportunities for people to get there and also less opportunities for them to access other destinations.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	The harbour is part of the city's cultural heritage so maintaining it, and access to it, are very important. Likewise, the ability to go onward to other cultural heritage destinations via the harbour and for people to access Aberdeen's cultural heritage via the harbour are important too.	++	There are likely to be negative cultural heritage impacts.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Any improvements to the harbour, as supported by Aberdeen City Council, could help to enhance and maintain this material asset, with a long-term positive impact.	+	Failing to support harbour improvements could result in the deterioration of this material asset.	-
Policy 24: Air services - To support the future growth and improvement of Aberdeen International Airport, including surface access, in order to support the economic strength of the region and ensure continued connectivity to key businesses and leisure destinations.						

Indicator	Objectives	Will the policy…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Improving the airport, including surface access may have a negative impact upon biodiversity. However, any improvements would have to mitigate their impact upon biodiversity, while surface access improvements would be by all modes with active and sustainable considered first. so this would likely be a neutral effect.	+/-	Not supporting improvements is unlikely to impact overall on biodiversity.	0
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Improving the airport, including surface access may have a negative impact upon air quality. However, any improvements would have to mitigate their impact, while surface access improvements would be by all modes with active and sustainable considered first. so this would likely be a neutral effect.	+/-	Not supporting improvements is unlikely to impact overall on air	0
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Improving the airport, including surface access may have a negative impact upon climatic factors. However, any improvements would have to mitigate their impact, while surface access improvements would be by all modes with active and sustainable considered first. so this would likely be a neutral effect.	+/-	Not supporting improvements is unlikely to impact overall on climatic factors	0

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Improving the airport, including surface access may have a negative impact upon soil. However, any improvements would have to mitigate their impact upon soil, while surface access improvements would be by all modes with active and sustainable considered first. so this would likely be a neutral effect.	+/-	Not supporting improvements is unlikely to impact overall on soil.	0
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Improving the airport, including surface access may have a negative impact upon water. However, any improvements would have to mitigate their impact upon water, while surface access improvements would be by all modes with active and sustainable considered first. so this would likely be a neutral effect.	+/-	Not supporting improvements is unlikely to impact overall on water.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Improving the airport, including surface access may have a negative impact upon landscape. However, any improvements would have to mitigate their impact upon water, while surface access improvements would be by all modes with active and sustainable considered first. so this would likely be a neutral effect.	+/-	Not supporting improvements is unlikely to impact overall on landscape.	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Supporting improvement of the airport and access to it will be of benefit to the population who can access it more easily by a greater range of modes and can access onward destinations more easily too. This is beneficial both for people and freight.	+	Not supporting improvements is likely to negatively impact overall on population.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Improving access to the airport and its facilities would positively impact physical and mental health by encouraging a greater number of people to access the airport by a greater ranger of modes, including active and then onwards to destinations.	+	Not supporting improvements is likely to negatively impact overall on human health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	The airport is part of the city's cultural heritage so maintaining it, and access to it, are very important. Likewise, the ability to go onward to other cultural heritage destinations via the harbour and for people to access Aberdeen's cultural heritage via the airport is important too.	+	There are likely to be negative cultural heritage impacts.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Any improvements to the airport, as supported by Aberdeen City Council, could help to enhance and maintain this material asset, with a long-term positive impact.	+	Failing to support airport improvements could result in the deterioration of this material asset.	-

Policy 25: Freight - To work with partners to ensure the efficient movement of freight to, from and within Aberdeen and the wider North East of Scotland across different modes.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	The transfer of freight from road to sea or rail could have benefits for some land-based species through reduced road traffic but negative impacts on water based species and habitats, especially around the Port, through an increase in shipping. It may lead to enhanced infrastructure being constructed too which may have a short term negative effect on biodiversity but would be expected to mitigate its effects and may also lead to a reduction in queuing and subsequent pollution from journeys. On balance, the effect is probably neutral.	+/-	Not encouraging the transfer of freight from road to rail and sea would see road transport's impacts on biodiversity continue to worsen, with long-term negative impacts.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	A reduction in road freight and also infrastructure improvements to relieve pinch points, could have a long-term positive impact on air quality through reducing the volume of high-emitting HGVs on our roads. An increase in shipping, however, could have long-term negative impacts on air quality, as port traffic is known to be a significant contributor to poor air quality in the City Centre (currently an AQMA) through emissions from ships themselves and via traffic accessing the port. On balance, the effect is probably neutral.	+/-	Not encouraging the transfer of freight from road to rail and sea would see road transport's impacts on air quality continue to worsen, with long-term negative impacts.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	A reduction in road freight and also infrastructure improvements to relieve pinch points, could have a long-term positive impact on climatic factors through reducing the volume of high-emitting HGVs on our roads. An increase in shipping, however, could have long-term negative impacts on emissions, as port traffic is known to be a significant contributor to poor air quality in the City Centre (currently an AQMA) through emissions from ships themselves and via traffic accessing the port. On balance, the effect is probably neutral.	+/-	Not encouraging the transfer of freight from road to rail and sea would see road transport's impacts on the climate continue to worsen, with long-term negative impacts.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	The transfer of freight from road to sea or rail could have benefits for soil through reduced road traffic or emissions but negative impacts should it lead to more land take for infrastructure creation. However, it would be expected to mitigate its effects and may also lead to a reduction in queuing and subsequent pollution from journeys. On balance, the effect is probably neutral.	+/-	Not encouraging the transfer of freight from road to rail and sea would see road transport's impacts on air quality continue to worsen, with long-term negative impacts on soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	An increase in shipping could have a long-term negative impact on water quality through an increase in sea pollution resulting from a growth in seagoing vessels and, if it leads to creation of new infrastructure to support this. A corresponding decrease in HGV traffic could have positive impacts on the freshwater environment by reducing road runoff while new on land infrastructure would be required to mitigate water impacts. This objective will therefore have a mixed impact, overall neutral, on water.	+/-	Not encouraging the transfer of freight from road to rail and sea would see road transport's impacts on water continue to worsen (through an increase in run-off to water from road transport activities), with long-term negative impacts on water.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	A reduction in the number of HGVs on our roads could have a long-term positive impact on the landscape. This is preferable to the alternative scenario where conditions continue to worsen. On-land infrastructure improvements could try to mitigate their impact, which should lead to a neutral impact. On balance, it is probably neutral overall.	+	Not encouraging the transfer of freight from road to rail and sea will likely result in an increase in road freight vehicles, with long-term negative impacts on the landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	An increase in the volume of freight moved by rail and sea could reduce congestion and enable the more efficient movement of freight as could general improvements to ensure the efficient movement. This is preferable to the alternative scenario where congestion is likely to worsen.	++	Not encouraging the transfer of freight from road to rail and sea will likely result in an increase in road freight vehicles, with a corresponding increase in congestion. Journey times will remain variable. There will therefore be long-term negative impacts on the population.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	A reduction in road freight would reduce the volume of HGVs on our roads, resulting in fewer harmful emissions and reducing the likelihood of accidents involving large vehicles of this nature. This in turn would make active travel more attractive to people. An increase in shipping, however, could have long-term negative impacts on air quality, as port traffic is known to be a significant contributor to poor air quality in the City Centre (currently an AQMA) through emissions from ships themselves and via traffic accessing the port. The impact on human health is therefore mixed.	+/-	Not encouraging the transfer of freight from road to rail and sea will likely result in an increase in road freight vehicles. As well as causing an increase in emissions, this will result in a less safe travelling environment, especially for pedestrians and cyclists.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	A reduction in HGVs around historic/cultural sites and conservation areas could improve the setting of such sites and reduce damage resulting from pollution and emissions. This is preferable to the alternative scenario where conditions continue to worsen.	+	Not encouraging the transfer of freight from road to rail and sea will likely result in an increase in road freight vehicles, therefore negatively impacting on the setting of such historic sites and increasing pollution around such sites which can be damaging to buildings and monuments.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Objectives and actions will contribute to the development of a clean environment and the sustainable use of resources including the transport network.	+	An increase in road freight vehicles could see contribute towards the long-term deterioration of our roads.	-

Policy 26: Travel awareness and information – With partners, continue to ensure that there is adequate information available, via a range of means, to users of the transport network to help them make more informed transport choices. Continue to gather information from users to ensure that this best informs improvements to the transport network						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Greater use of sustainable modes of transport and encouraging people to use it, will have a long-term positive impact on biodiversity by reducing the effects of car usage (such as noise, vibration and pollution) which can damage and/or disrupt vulnerable habitats and species. This is preferable to the alternative scenario where negative impacts remain.	++	Not promoting sustainable transport will mean that the negative impacts of car usage on biodiversity (such as noise, vibration and pollution) remain and potentially worsen.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Greater use of sustainable modes of transport, and encouraging people to use them, will have a long-term positive impact by reducing the effects of car usage on air quality. This is preferable to the alternative scenario where negative impacts remain.	++	Not promoting sustainable transport will mean that the negative impacts of car usage on air quality (through harmful emissions) remain and potentially worsen.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Greater use of sustainable modes of transport, and encouraging people to use them, will have a long-term positive impact by reducing the impacts of transport on climate change, by reducing pollutions and emissions. This is preferable to the alternative scenario where negative impacts remain.	++	Not promoting sustainable transport will mean that the negative impacts of car usage (in terms of emissions) remain and potentially worsen.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Air quality improvements arising from this objective will have a positive impact on soil resulting from less air pollution. This is preferable to the alternative scenario where negative impacts remain.	+	Air pollution resulting from traffic growth can negatively impact upon soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Air quality improvements arising from this objective will have a positive impact on water resulting from less air pollution. This is preferable to the alternative scenario where negative impacts remain.	+	Air pollution resulting from traffic growth can negatively impact upon water.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	A decline in car usage could have long-term positive impacts on the landscape by reducing visual intrusion resulting from road traffic and congestion. This is preferable to the alternative scenario where negative impacts remain or worsen.	+	Failing to promote sustainable transport could see an increase in motorised traffic, with long-term negative impacts on the landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	A decline in private car usage and greater use of sustainable modes will reduce congestion, allow the more efficient movement of freight and allow for greater journey time reliability. Making the public more aware of the transport options available to them can promote social inclusion and improve accessibility, as lack of knowledge of options is a significant barrier to accessibility. The objectives and actions therefore have a long-term positive impact on the population. This is preferable to the alternative scenario which is likely to result in increased congestion.	+	Not promoting and encouraging sustainable modes of transport could see an increase in private car traffic, resulting in increased congestion and unreliable journey times for people and goods, with long-term negative impacts.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Encouraging active travel will have a long-term positive impact upon human health by promoting more physically active lifestyles. A reduction in car usage will lead to a decline in emissions of harmful pollutants which can contribute to a number of respiratory conditions and reduce life expectancy, and reduce the likelihood of accidents and casualties on our roads whilst making active travel more attractive to use. Making people aware of the variety of transport options available to them can also increase their ability to access healthcare facilities and areas of open space, particularly those unable to access a private car. This is preferable to the alternative scenario where the impact on health is likely to be negative. Letting people know what transport choices are available to them can also help to make them more mobile, which is beneficial to mental health.	++	Not promoting and encouraging active modes of transport could result in fewer people walking and cycling. Car travel may also increase, thus increasing the release of harmful emissions. This will have long-term negative impacts on health.	--
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	An increase in sustainable transport and a decline in car usage can have long-term positive impacts on cultural heritage, through reducing the impact of traffic on historical and cultural buildings and sites in terms of their setting (less traffic can improve visual amenity) and preservation (as pollution is known to have a damaging effects on buildings). Improving awareness of the variety of non-car modes of transport can also improve the accessibility of cultural and historical sites by such modes. This is preferable to the alternative scenario where traffic and pollution are likely to worsen.	+	Failing to promote sustainable transport will lead to an increase in car travel. As well as cars detracting from the setting of historic sites, pollution from cars can have a damaging effect on buildings and monuments, with long-term negative impacts.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Encouraging sustainable transport behaviours promotes effective use of our existing infrastructure and assets and the sustainable use of resources, and contributes to the development of a safe and clean environment.	+	Not promoting sustainable transport modes encourages the inefficient use of our transport infrastructure and contributes to the long-term decline in the quality of our material assets.	-

Policy 27: Land use planning - To promote and enable development in Aberdeen that reduces the need to travel, minimises reliance on the private car, provides opportunities for sustainable travel and facilitates and encourages walking, wheeling and cycling for everyday trips.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Encouraging sustainable travel to new developments will have long-term positive impacts on biodiversity through reducing land take for transport, reducing pollution and minimising disruption to habitats and species resulting from transport. It should also ensure that biodiversity is designed into new schemes. Ensuring synchronicity between Transport and Land Use strategies should ensure biodiversity needs play a more prominent role in decision-making than they do at present. This is preferable to the alternative scenario where biodiversity is not offered protection from transport development.	++	Not encouraging and facilitating sustainable travel to new developments could see increased land take from transport and increased pollution hence disruption to habitats and species, with long-term negative impacts.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Land use planning can bring long-term positive effects to air quality. It encourages developments to be planned in such a way that the need to travel is reduced and encourages travel by the most sustainable modes by prioritising access to these in the design. Ensuring synchronicity between Transport and Land Use strategies should ensure air quality needs play a more prominent role in decision-making than it does at present. This is preferable to the alternative scenario where air quality is not considered in the development process and conditions worsen.	++	Not encouraging and facilitating sustainable travel to new developments could see a worsening of air quality as car travel becomes the main mode of transport to such sites, with long-term negative impacts.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Land use planning can bring long-term positive effects. It encourages developments to be planned in such a way that the need to travel is reduced and encourages travel by the most sustainable modes by prioritising access to these in the design. Ensuring synchronicity between Transport and Land Use strategies should ensure climactic factors play a more prominent role in decision-making than it does at present. This is preferable to the alternative scenario where climatic factors are not considered in the development process and conditions worsen.	++	Not encouraging and facilitating sustainable travel to new developments could contribute to climate change as car travel becomes the main mode of transport to such sites, with long-term negative impacts.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Supporting development which reduces the need to travel and makes access easier by the most sustainable modes can impact positively on soil by minimising the amount of land and soil take. A support for developing brownfield sites can further assist with this.	+	Any deterioration in air quality can have knock-on negative impacts on soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Supporting development layouts which reduce the need to travel and build in the right infrastructure from the off should ensure that the amount of sealed surface for transport is taken and that drainage, water capture and treatment are all properly considered.	+	Without this, developments may not be planned to reduce the amount of land needed for transport.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Supporting development layouts which reduce the need to travel and build in the right infrastructure from the start, prioritising the most sustainable movement first, should ensure that the amount of landscape impacted upon by transport and its location are properly considered.	+	Failure to cater for sustainable travel in the development process could see an increased requirement for new roads and bridges to accompany new development with long-term negative impacts on the landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Land use planning can bring long-term positive effects to the population. It encourages developments to be planned in such a way that the need to travel is reduced and encourages travel by the most sustainable modes by prioritising access to these in the design. This means that access to, from and around such developments is possible by a range of modes, thus making travel available to a large proportion of the population. This is preferable to the alternative scenario which caters largely for car drivers. It also means that the movement of goods is easier as there is less congestion.	+	Failure to properly consider transport in the land use planning process can result in developments that are centred around the car and are difficult to access by other modes. This can have a long-term negative impact on the population, especially non-car drivers.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Land use planning can bring long-term positive effects to health. It encourages developments to be planned in such a way that travel by the most sustainable modes is the easiest, bringing benefits to air quality, noise and encouraging people to stay active. Such ease of access also helps to reduce stress for users which is good for mental health as is easy access to facilities. Ensuring synchronicity between Transport and Land Use strategies should ensure health impacts play a more prominent role in decision-making than they do at present. This is preferable to the alternative scenario which caters largely for car drivers.	++	Failure to properly consider transport in the land use planning process can result in developments that are centred around the car and are difficult to access by other modes. This can result in the increase of harmful emissions and reduce the likelihood of people walking and cycling, with long-term negative impacts on health.	--
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Supporting development layouts which reduce the need to travel and build in the right infrastructure from the off, prioritising the most sustainable movement first, should ensure that the amount of cultural heritage impacted upon by transport and its location are properly considered while good access by a range of modes helps people to better access cultural heritage.	+	Failure to properly consider this could adversely impact upon cultural heritage and access to it.	0
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Land use planning can bring long term positive benefits to material assets. It encourages such assets to be planned in the most effective way to give the largest benefit to the and helps ensure that facilities are planned in a joined up and easily accessible way.	+	Failure to consider transport and land use planning in tandem can result in the development of sub-standard assets.	-

Policy 28: Travel Plans - To ensure that the transport impact of existing and new developments in Aberdeen are minimised by requiring workplaces, schools and developers to prepare Travel Plans and, where appropriate, Travel Packs for all sites in the City.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Travel planning brings long term positive impacts to biodiversity by discouraging trips by the private car. This can reduce the size of car parks required for new developments and improve air quality, both of which are beneficial for flora and fauna. This is preferable to the alternative scenario which could see a worsening of conditions for biodiversity.	+	Not engaging with travel planning could result in an increase in travel by private car, with negative impacts on biodiversity from land take (for car parking and other infrastructure) and increased pollution.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Travel planning brings long term benefits to air quality by encouraging travel by the most sustainable means and discouraging car trips, hence reducing emissions. This is preferable to the alternative scenario which could see a worsening of air quality.	++	Not engaging with travel planning could result in an increase in travel by private car, with negative impacts on air quality from increasing emissions.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Travel planning brings long term benefits to climatic factors by encouraging travel by the most sustainable means and discouraging car trips, thus reducing emissions of greenhouse gases. This is preferable to the alternative scenario which could see a worsening of conditions.	++	Not engaging with travel planning could result in an increase in travel by private car, with negative impacts arising from increasing emissions.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Travel planning has long term positive effects on soil. It aims to minimise the impact that a development has on its surroundings by discouraging trips by the private car, therefore can reduce the size of car parks required for new developments thus reducing land take. Any air quality benefits arising from this objective will also benefit soil by reducing air pollution. This is preferable to the alternative scenario which could see a worsening of conditions.	+	Not engaging with travel planning could have long-term negative impacts on soil arising from increased land take for transport to accompany new development. Air quality disbenefits may also negatively impact on soil as a result of increased air pollution.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Travel planning can have a positive impact upon water by reducing the amount of pollution from transport that could impact upon it but also in reducing the amount of land that has to be taken for transport and the subsequent impact upon water.	+	This would have a negative impact upon water.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Travel planning has long term positive effects on the landscape. It aims to minimise the impact that a development has on its surroundings by discouraging trips by the private car. Therefore it can help reduce the amount of land given over to transport, such as car parks. This is preferable to the alternative scenario which could see a worsening of conditions.	+	Not engaging with travel planning could necessitate additional construction to accompany new development (in the form of roads and car parks), the presence of which could have long-term negative impacts on the landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Travel Planning brings long term positive benefits to the population. By encouraging travel by the most sustainable modes, it can reduce congestion and improve journey time reliability. By raising awareness of and facilitating travel by non-car modes, it can promote social inclusion, ensuring sites are accessible by a variety of modes of transport. This is preferable to the alternative scenario which could see a worsening of congestion and social inclusion.	++	Not engaging with travel planning can result in an increasing number of trips being undertaken by private car, thus contributing to congestion and reduced journey time reliability. It can also result in car-dependant developments that are difficult to access by those unable to use a private car. There could therefore be long-term negative impacts on the population.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Travel Planning has long-term positive impacts on health. It encourages travel by the most sustainable modes so helps reduce emissions and encourages people to engage with active travel, bringing positive benefits to both physical and mental health . This is preferable to the alternative scenario which could see a worsening of conditions with regards to health.	++	Not engaging with travel planning can result in an increasing number of trips being undertaken by private car at the expense of healthy modes of transport such as walking and cycling. As well as encouraging sedentary behaviour, increased car traffic can result in an increase of emissions that are damaging to human health. This therefore has long-term negative impacts on health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Travel planning can have minor positive impacts on cultural heritage by reducing air pollution from road traffic that can be damaging to buildings and monuments. It also reduces the visual impact of traffic on it. This is preferable to the alternative scenario where poor air quality continues to have negative impacts. Helping people access a greater range of modes can also help them better access cultural heritage.	+	Failure to engage with travel planning can bring minor long-term negative impacts on cultural heritage, resulting in continued damage to buildings caused by air pollution resulting from road traffic.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Travel planning can bring long term benefits to material assets, by encouraging responsible use of the transport network.	+	Failure to engage with travel planning can result in the long-term misuse or overuse of our material assets, particularly roads, thus reducing their lifespan.	-

	Protect and enhance outdoor access opportunities and rights.					

Policy 29: City Centre and Beach - Ensure that the transport network enables Aberdeen City Centre and Beach to function as high-quality, accessible destinations that people wish to live in, visit, use and spend time in. Promote the movement of people ahead of vehicles and ensure that people are encouraged to move between the two areas using sustainable transport.

Indicator	Objectives	Will the policy…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This is likely to positively impact upon flora and fauna. Not only is more flora and fauna likely to be considered into the designs to make them more attractive for people to want to live in, visit and spend time in but the emphasis on sustainable transport links between both the city centre and the beach should reduce the amount of land take needed for transport and also the pollution from the transport network to the benefit of flora and fauna.	++	Without the LTS and this policy, the impact to biodiversity would be negative.	0
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This is likely to positively impact upon air quality. A more attractive place for people to want to live in, visit and spend time in will be designed to reduce negative impacts of air quality while the emphasis on sustainable transport links between both the city centre and the beach should reduce the amount of pollution from the transport network.	++	Failing to address the City Centre and Beach environment and movement in and between them could result in a worsening of air quality if the impact of the private car is not addressed and emissions continue to increase.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion	This is likely to positively impact upon climatic factors. A more attractive place for people to want to live in, visit and spend time in will be designed to reduce negative impacts of emissions while the emphasis on sustainable transport links between both the city centre and the beach should reduce the amount of emissions from the transport network.	++	Failing to address the City Centre and Beach environment and movement in and between them could result in a worsening of emissions if the impact of the private car is not addressed and emissions continue to increase.	-

		Result in the development of peat rich soils?				
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This is likely to positively impact upon soil. Not only is more soil likely to be considered into the designs to make them more attractive for people to want to live in, visit and spend time in but the emphasis on sustainable transport links between both the city centre and the beach should reduce the amount of land take needed for transport and also the pollution from the transport network to the benefit of soil.	++	Without the LTS and policy, the impact to soil would be negative.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This is likely to positively impact upon water. Not only is movement, catching and filtering of water likely to be considered into the designs to make them more attractive for people to want to live in, visit and spend time in but the emphasis on sustainable transport links between both the city centre and the beach should reduce the amount of land take needed for transport and also the pollution from the transport network to the benefit of water.	+	Without the LTS and this policy, the impact to soil would be negative.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Public realm improvements would have a long-term positive impact on the City Centre and beach landscape through the creation of a more attractive environment where traffic has less of an effect on the landscape This is preferable to the alternative scenario where conditions are anticipated to stay the same or even worsen.	++	Failing to address the public realm could have long-term negative impacts on the landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their	A more attractive City Centre, Beach and links between them could promote economic growth by encouraging more retail and leisure activity. Improving access to, from in and between the City Centre and Beach will have long-term benefits for all members of society, especially those discouraged from using the areas at present because of accessibility problems. Increasing the accessibility of employment, retail and leisure opportunities in the City Centre will contribute towards social inclusion. Encouraging more movement by sustainable transport should reduce congestion and This is preferable to the alternative scenario where conditions are anticipated to worsen.	++	Failing to implement public realm improvements is likely to see a further decline in retail and leisure activity in the City Centre and at the beach, with economic implication for both. If improvements are not made to improve the accessibility of these areas, people may be discouraged from travelling there and wanting to be there. There could therefore be long-term negative impacts.	-

		needs?				
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	An improved public realm that looks to minimise the impact of vehicular traffic could encourage more walking and cycling in the City Centre, the Beach and to, from between and within them, with long-term health benefits. Less vehicular traffic in the City Centre will also reduce levels of harmful emissions and pollution, decrease noise from transport sources and reduce the likelihood of transport-related accidents and casualties. It should also make it easier for people to move around without being private car dependent, bringing benefit to social inclusion. This is much preferable to the alternative scenario which is likely to result in a strong negative impact.	++	A City Centre and Beach with an environment unwelcoming to pedestrians and cyclists will fail to encourage use of these healthy modes of transport. If efforts are not made to reduce traffic in the City Centre, the Beach and between them, the AQMA will remain in place and air quality (and noise) could potentially worsen. Increasing car traffic in these areas could also result in more accidents and injuries experienced by the travelling public. There will therefore be long-term negative impacts on health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	An improved public realm in the City Centre and at the Beach could improve the setting and accessibility of areas and buildings of historic and/or cultural importance, many of which are located in and around the two, with long-term positive impacts on cultural heritage. It would also help to make this cultural heritage more accessible, reduce the impact of pollution upon it and the visual impact of traffic. This is preferable to the alternative scenario where poor conditions could remain or even worsen.	++	Failing to implement public realm improvements could see a decline in the City Centre as an historic place to spend time in. Not implementing accessibility improvements could make certain historical areas/buildings inaccessible to certain groups. This will have a long-term negative impact.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	An improved public realm in the City Centre and at the Beach will contribute to the provision of facilities that meet the needs of the people of Aberdeen and will provide a safer pedestrian and cycle environment. It will also make better use of existing assets. An improved public realm could become a valuable asset for the people of Aberdeen to be proud of.	++	Failing to implement public realm improvements and improve accessibility could contribute towards the long-term decline of our material assets.	-

	outdoor access opportunities and rights.					
Policy 30: Biodiversity and green space - Improve accessibility to open spaces and contribute towards the development of the green space network through implementation of core paths and appropriate mitigation and enhancement as part of transport scheme delivery.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This policy and accompanying actions specifically outline protection and enhancement measures for biodiversity resulting from transport improvements, thus minimising the impact of transport on biodiversity, with a long-term positive impact. This is preferable to the alternative scenario where no policy is in place to address transport's impact on biodiversity.	++	Transport schemes often have long-term negative impacts, disrupting habitats and their species so an LTS is needed to ensure these are properly considered.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Improving the accessibility to open spaces and using paths to access them, as well as factoring in mitigation to protect biodiversity, will reduce the negative impacts of transport on air quality, with a long-term positive impact.	+	Not undertaking the associated actions with Biodiversity and Green Space could lead to an increase in traffic, with long-term negative impacts on air quality through increased emissions.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Improving the accessibility to open spaces and using paths to access them, as well as factoring in mitigation to protect biodiversity, will reduce the negative impacts of transport on climatic factors, with a long-term positive impact.	++	Not undertaking the associated actions with Biodiversity and Green Space could lead to an increase in traffic, with long-term negative impacts on climatic factors through increased emissions.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Improving the accessibility to open spaces and using paths to access them, rather than roads and parking, as well as factoring in mitigation to protect biodiversity, will reduce the negative impacts of transport on soil, with a long-term positive impact.	+	Not undertaking the associated actions with Biodiversity and Green Space could lead to an increase in traffic, with long-term negative impacts on soil through increased emissions and land take.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Improving the accessibility to open spaces and using paths to access them, rather than roads and parking, as well as factoring in mitigation to protect biodiversity, will reduce the negative impacts of transport on water - less paved spaces required and less runoff and pollution - with a long-term positive impact.	+	Not undertaking the associated actions with Biodiversity and Green Space could lead to an increase in traffic, with long-term negative impacts on water through increased emissions, run off and land take.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Improving the accessibility to open spaces and using paths to access them, rather than roads and parking, as well as factoring in mitigation to protect biodiversity, will reduce the negative impacts of transport on landscape - less visual disruption from transport network and users - with a long-term positive impact.	++	Not undertaking the associated actions with Biodiversity and Green Space could lead to an increase in traffic, with long-term negative impacts on landscape through visual disruption and land take.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Improving the accessibility to open spaces and using paths to access them, rather than roads and parking, as well as factoring in mitigation to protect biodiversity gives Increased opportunities for walking and cycling can improve accessibility to key destinations and thus promote social inclusion. An increase in walking and cycling can reduce congestion and allow for greater journey time reliability, especially for freight. A long-term positive impact on the population is therefore anticipated. This is preferable to the alternative scenario where the impacts are predicted to be negative.	++	Not undertaking the associated actions with Biodiversity and Green Space could lead to an increase in traffic, with long-term negative impacts on population by people struggling to access green space and appreciate it without disruption.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Improving the accessibility to open spaces and using paths to access them, rather than roads and parking, as well as factoring in mitigation to protect biodiversity gives improved opportunities for walking and cycling. Using these modes can bring long-term health benefits in terms of a more active population. This will also improve accessibility to key destinations such as healthcare facilities and areas of open space. Access to greenspace is mentioned as a particular action under the objective. An improved natural environment can also improve mental health by allowing people to use and enjoy the outdoors. This is preferable to the alternative scenario where impacts are likely to be negative.	++	Not undertaking the associated actions with Biodiversity and Green Space could lead to an increase in traffic, with long-term negative impacts on human health by people struggling to access green space by active travel and appreciate it without disruption.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Improving the accessibility to open spaces and using paths to access them, rather than roads and parking, as well as factoring in mitigation to protect biodiversity impact positively on cultural heritage by improving access to it for many, reducing the environmental impact upon it by noise and emissions and the visual impact of traffic upon it. This is preferable to the existing scenario where no such policy is in place.	+	Not undertaking the associated actions with Biodiversity and Green Space could lead to an increase in traffic, with long-term negative impacts on cultural heritage from visual impact, pollution and impacting upon access by other modes.	-
Material Assets	Promote a safe and clean environment with good quality services. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links?	Improving the accessibility to open spaces and using paths to access them, rather than roads and parking, as well as factoring in mitigation to protect biodiversity will promote an improved natural environment, improved access to the outdoors for pedestrians and cyclists and the sustainable use of our natural resources and existing infrastructure. This is preferable to the existing scenario where no such policy in relation to transport is in place.	++	Not undertaking the associated actions with Biodiversity and Green Space could lead to an increase in traffic, with long-term negative impacts on material assets.	-

		Destroy or sever any core path or right of way?				
Policy 31: Traffic management and road safety - To create a transport network in Aberdeen where sustainable transport movements are actively encouraged and facilitated, there is a 50% reduction in adults killed and seriously injured and a 60% reduction in children killed and seriously injured.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This is likely to be positive and negative. On one hand there may be some land take involved to create safer infrastructure but, on the other, should this encourage more efficient use of the transport network, including more active travel use if people feel safer, then this could have a positive effect on biodiversity through reduced pollution.	+/-	If less people want to use active travel because they do not feel safe, then this could have a negative effect on biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Reducing speeds can increase emissions, with long-term negative impacts on air quality. At the same time, reduced speeds can lead to an improved pedestrian and cycling environment which could result in increased usage of these modes over the private car. Creation of a safer transport network should encourage more walking and cycling safety too generally. This would have long-term benefits for air quality. Overall, this is a moderate positive benefit as positive outweighs negative	++/-	Not creating a safer transport network is likely to impact negatively on air.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the gases	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Reducing speeds can increase emissions, with long-term negative impacts on climate. At the same time, reduced speeds can lead to an improved pedestrian and cycling environment which could result in increased usage of these modes over the private car. Creation of a safer transport network should encourage more walking and cycling safety too generally. This would have long-term benefits for climate. Overall, this is a moderate positive benefit as positive outweighs negative	++/-	Not creating a safer transport network is likely to impact negatively on climatic factors.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This is likely to bepositive and negative. On one hand there may be some land take involved to create safer infrastructure but, on the other, should this encourage more efficient use of the transport network, including more active travel use if people feel safer, then this could have a positive effect on soil through reduced pollution.	+/-	If less people want to use active travel because they do not feel safe, then this could have a negative effect on soil through increased pollution.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This is likely to be positive and negative. On one hand there may be some land take and impact upon water involved to create safer infrastructure but, on the other, should this encourage more efficient use of the transport network, including more active travel use if people feel safer, then this could have a positive effect on water through less runoff and reduced pollution.	+/-	If less people want to use active travel because they do not feel safe, then this could have a negative effect on water through increased pollution.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This is likely to be positive and negative. On one hand there may be some land take and impact upon landscape involved to create safer infrastructure but, on the other, should this encourage more efficient use of the transport network, including more active travel use if people feel safer, then this could have a positive effect on landscape through less visual intrusion.	+/-	If less people want to use active travel because they do not feel safe and instead larger vehicles, then this could have a negative effect on landscape through visual intrusion.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve	A safe travelling environment would contribute towards social inclusion by enabling certain sectors of the population, who currently perceive the transport environment as unsafe, to travel to key destinations without fear of danger. This is preferable to the alternative scenario which contributes to social exclusion. The safer the transport network, the more efficient the movement of people and goods too.	++	An unsafe travelling environment may lead to social exclusion, with some groups unwilling to travel for fear of injury. This could have long-term negative impacts on the population and the movement of people and goods.	-

		accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?				
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Improvements to road safety will have a long-term positive impact on human health by reducing the likelihood of casualties and fatalities arising from road accidents and collisions. Improved conditions for pedestrians and cyclists will encourage greater usage of these healthy modes of transport which encourage physical activity, contributing to healthier lifestyles. Reduced speeds could, however, lead to an increase in emissions which can have long-term negative impacts on human health. It will also impact positively on mental health if people feel safer and are more able to use the transport network. Overall, this is preferable to the alternative scenario which could lead to a very unsafe travelling environment and is on balance positive overall.	++/-	An unsafe travelling environment will increase the likelihood of accident and injuries suffered by the travelling public. People may be less willing to walk or cycle if they perceive these modes as unsafe. There could therefore be long-term negative impacts on health, both mentally and physically.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This is likely to be a small positive. On one hand there may be some land take and impact upon cultural heritage involved to create safer infrastructure but, on the other, should this encourage more efficient use of the transport network, including more active travel use if people feel safer, then this could have a positive effect on cultural heritage through less visual intrusion, less pollution and greater accessibility. Therefore, positive overall.	++/-	If less people want to use active travel because they do not feel safe and instead larger vehicles, then this could have a negative effect on landscape through visual intrusion.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links?	A safer travelling environment will make far better and more efficient use of the transport network.	+	This could lead to our material assets becoming increasingly unsafe to use.	-

	Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Destroy or sever any core path or right of way?				

Policy 32: Enforcement - To ensure the Council, and partners, manage and enforce the Aberdeen transport network to ensure safety and effectiveness for the benefit of all users.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This policy is likely to lead to less people damaging flora and fauna by, for example, parking where they should not. Better enforcement can also lead to less pollution caused by inhibitions to the flow of the transport network which could positively impact upon biodiversity.	+	Not having this policy could impact negatively upon biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Improved enforcement of traffic and parking violations will aid the flow of traffic, resulting in fewer emissions arising from congestion. It will also make people feel more confident about using active travel. This will have long-term positive impacts on air quality. This is preferable to the alternative scenario, for which negative impacts are anticipated.	++	Failing to enforce traffic and parking violations could impede the flow of traffic, resulting in increased emissions arising from congestion and less uptake of modes such as those associated with active travel. This could have long-term negative impacts on air quality.	-

Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Improved enforcement of traffic and parking violations will aid the flow of traffic, resulting in fewer emissions arising from congestion. It will also make people feel more confident about using active travel. This will have long-term positive impacts on climate. This is preferable to the alternative scenario, for which negative impacts are anticipated.	++	Failing to enforce traffic and parking violations could impede the flow of traffic, resulting in increased emissions arising from congestion and less uptake of modes such as those associated with active travel. This could have long-term negative impacts on climate.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This policy is likely to lead to less people damaging soil by, for example, parking where they should not. Better enforcement can also lead to less pollution caused by inhibitions to the flow of the transport network which could positively impact upon soil.	+	Not having this policy could impact negatively upon soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This policy is likely to lead to less people damaging water by, for example, parking where they should not. Better enforcement can also lead to less pollution caused by inhibitions to the flow of the transport network which could positively impact upon water. More enforcement also makes active travel more attractive which can lead to less pollution of water courses.	+	Not having this policy could impact negatively upon water.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This policy could have a positive effect on landscape by stopping, for example, vehicles parking or being abandoned in places which affect the landscape.	+	Not having this policy could impact negatively upon landscape.	-
Population	To promote economic growth and social inclusion	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight?	Improved enforcement of violations will reduce congestion and improve traffic flow, allowing for greater journey time reliability and the more efficient movement of people and goods. Better enforcement of blue badge	++	Failing to adequately enforce violations could result in congestion and the impeded flow of traffic, preventing the efficient movement of people and goods.	-

		Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	space violations in particular will enable better usage of these spaces by those who really need them, resulting in social inclusion and accessibility benefits for disabled travellers. This policy will therefore have a long-term positive impact on the population. This is preferable to the alternative scenario, for which negative impacts are anticipated.		Failure to adequately enforce blue badge violations could, prevent these spaces being used by most in need, thus contributing to social inclusion. This will therefore have long-term negative impacts on the population.	
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Improved enforcement of violations will reduce emissions and pollution resulting from congestion, with long-term positive implications for human health. It will also help to make active travel, often most affected by things like pavement parking and parking on the roadside in restricted areas, more attractive which helps with mental and physical health while it helps to reduce stresses associated with queuing traffic and abandoned vehicles. Further, it will also help those with disabilities to be more able to access it without illegally parked vehicles getting in the way and impeding their access.	+	Failure to enforce violations could result in increases in emissions and pollution resulting from congestion, with long-term negative implications for human health and impede access to things.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This policy would impact positively upon cultural heritage by protecting it from things like poorly parked and abandoned vehicles, allowing people to enjoy it. It will also help those with disabilities to be more able to access it without illegally parked vehicles getting in the way and impeding their access.	+	Failure to enforce could lead to a negative effect on the framing of and access to cultural heritage.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of	This allows our assets to be used in as efficient a manner as possible.	+	This prevents the efficient use of our assets.	-

	Protect and enhance outdoor access opportunities and rights.	way?				
Policy 33: School Travel and Young People - To ensure that all young people in Aberdeen have the opportunity to travel to school by active and/or sustainable modes of transport, are equipped with the necessary knowledge, skills and infrastructure to allow them to undertake local journeys safely and independently and that their parents and guardians are able to support them						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Greater use of sustainable modes of transport will have a long-term positive impact on biodiversity by reducing the effects of car usage (such as noise, vibration and pollution) which can damage and/or disrupt vulnerable habitats and species. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Not promoting sustainable transport will mean that the negative impacts of car usage on biodiversity (such as noise, vibration and pollution) remain and potentially worsen.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Greater use of sustainable modes of transport will have a long-term positive impact by reducing the effects of car usage on air quality, namely emissions. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Not promoting sustainable transport will mean that the negative impacts of car usage on air quality (through harmful emissions) remain and potentially worsen.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Greater use of sustainable modes of transport will have a long-term positive impact by reducing the impacts of transport on climate change, by reducing pollutions and emissions. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Not promoting sustainable transport will mean that the negative impacts of car usage (in terms of emissions) remain and potentially worsen.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Air quality improvements arising from this objective will have a positive impact on soil resulting from less air pollution. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Air pollution resulting from traffic growth can negatively impact upon soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	The policy is likely to lead to less pollution into the water courses from vehicle emissions.	+	Water quality could be adversely affected without this policy.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	A decline in car usage could have long-term positive impacts on the landscape by reducing visual intrusion resulting from road traffic and congestion. This is preferable to the alternative scenario where impacts are anticipated to worsen.	+	Failing to promote sustainable transport could see an increase in motorised traffic, with long-term negative impacts on the landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	A greater proportion of school run journeys undertaken by active and sustainable modes of transport can relieve pressure on the road network when it is most under strain, reducing congestion and improving journey time reliability. This brings particular benefit to the journeys for goods and services. Measures to improve routes to and from schools, and to provide statutory school bus services, will also improve their accessibility by non-car modes, with a long-term positive impact on the population, particularly those without access to a private car. This is preferable to the alternative scenario where impacts are anticipated to worsen.	+	Not promoting and encouraging sustainable modes of transport could see an increase in private car traffic, resulting in increased congestion and unreliable journey times for people and goods, with long-term negative impacts. Failing to provide school bus services could result in schools becoming inaccessible to some pupils, especially if their households do not have access to a car.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Encouraging more young people to walk and cycle can have significant long-term health benefits by encouraging and promoting healthy lifestyles from a young age and aiding the fight against childhood obesity which can have significant negative health implications as children develop into adults. Fewer cars around schools at peak times also reduce the likelihood of road accidents and casualties and reduce the volume of harmful emissions in the air breathed by children. This is preferable to the alternative scenario where transport's impact on health is anticipated to worsen.	++	Not promoting and encouraging active modes of transport could result in fewer children walking and cycling. Not adopting a healthy lifestyle including regular physical activity while young can lead to significant health problems later in life. Car travel may also increase, thus increasing the release of harmful emissions. An increase in cars around the school gates could lead to an increase in accidents and collisions involving schoolchildren. This will therefore have long-term negative impacts on health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	An increase in sustainable transport and a decline in car usage can have long-term positive impacts on cultural heritage, through reducing the impact of traffic on historical and cultural buildings and sites in terms of their setting (less traffic can improve visual amenity) and preservation (as pollution is known to have a damaging effects on buildings). This is preferable to the alternative scenario where the negative impacts of car use remain.	+	Failing to promote sustainable transport will lead to an increase in car travel. As well as cars detracting from the setting of historic sites, pollution from cars can have a damaging effect on buildings and monuments, with long-term negative impacts.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Safe routes to school interventions can involve the improvement or provision of safe pedestrian and cycle links, benefitting all the people of Aberdeen. An increase in walking and cycling promotes the sustainable use of resources and leads to safer and cleaner environment for all. This therefore has a long-term positive impact on material assets.	+	Not promoting sustainable transport modes encourages the inefficient use of our transport infrastructure and contributes to the long-term decline in the quality of our material assets.	-

Policy 34: New Technologies and initiatives - Ensure that the Council remains aware of new and developing technologies, initiatives and options which could benefit the Aberdeen transport network and, where appropriate, explore opportunities to trial these						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0

Policy 35: Intelligent Transport Systems (ITS) - To expand the use of ITS in order to improve the efficiency and understanding of the transport network in the City.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	ITS could have a small positive impact on biodiversity. By helping people use the transport network more efficiently it should lead to less queuing traffic and therefore less pollution which means less harm to flora and fauna	+	There would be a small negative impact on biodiversity without this LTS and policy.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	ITS can have long-term positive impacts on air quality. More efficient traffic flow results in less congestion and emissions from vehicles. Any measures that encourage a switch from car travel to alternative modes will result in improved air quality. This is preferable to the alternative scenario which is predicted to have negative impacts.	+	Not utilising ITS to their full capabilities could reduce the likelihood of people switching from car to an alternative mode, and could cause congestion to exacerbate, which could have long-term negative impacts on air through increased emissions.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	ITS can have long-term positive impacts on the climate. More efficient traffic flow results in less congestion and emissions from road vehicles. Any measures that encourage a switch from car travel to alternative modes will result in less pollution, fewer emissions and a cleaner environment. This is preferable to the alternative scenario which is predicted to have negative impacts.	+	Not utilising ITS to their full capabilities could reduce the likelihood of people switching from car to an alternative mode, and could cause congestion to exacerbate, which could have long-term negative impacts through increased emissions.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Air quality improvements arising from this policy will have a positive impact on soil resulting from less air pollution. This is preferable to the alternative scenario which is predicted to have negative impacts.	+	Any deterioration in air quality attributable to not using ITS could have negative impacts on soil through increased air pollution.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Less pollution from traffic could lead to less pollution to water	+	Any deterioration in air quality attributable to not using ITS could have negative impacts on water through increased air pollution.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This objective is positive and negative. Although more efficient use of the transport network can lead to less queuing traffic affecting the landscape, the ITS units themselves will have some impact. They will have to be sited sensitively.	+/-	The impact would be neutral	0
Population	To promote economic growth and social inclusion	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Greater use of ITS will reduce congestion and allow greater journey time reliability. This will have long-term positive impacts and is preferable to the alternative scenario where the projected impacts are negative.	+	Failing to utilise and expand ITS will erode any potential congestion and journey time benefits, with negative impacts on the population.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	A more efficient traffic flow results in fewer harmful emissions with long-term health benefits. This is preferable to the alternative scenario where the projected impacts are negative.	+	Failing to utilise and expand ITS will prevent the Council using such technology to combat congestion and encourage transfer of trips to non-car modes. This Could ultimately have long-term negative impacts through encouraging inactivity and increasing the emission of harmful substances.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This objective is positive and negative. Although more efficient use of the transport network can lead to less queuing traffic affecting the framing of natural heritage and less pollution that can damage it, the ITS units themselves will have some impact. They will have to be sited sensitively.	+/-	The impact would be neutral	0
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Greater use of ITS will contribute to the development of a fit for purpose transport system that meets the needs of the people of Aberdeen and encourages sustainable lifestyles. This leads to a more efficient use of the material assets that make up the transport network.	++	This will not have a significant impact on material assets.	-
Policy 36: Road, carriageway and footway maintenance - To improve the condition of Aberdeen's road, footway and cycle networks and ensure that any improvements or new infrastructure are constructed so as to minimise future maintenance.						

Indicator	Objectives	Will the policy…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Improving the condition of road, footway and cycle networks may cause a temporary short-term negative impact while works are taking place as a result of increased noise, vibration and materials on site. Maintenance regimes may also have an affect on biodiversity if they cut back habitats. Therefore, it is important that this action balances maintenance with the need to leave some things wild to protect habiltats. However, there will be a longer term benefit in terms of less queuing traffic, vehicles operating more efficiently and therefore polluting less and affecting flora and fauna less. Therefore this policy is positive and negative	+/-	Failing to adequately maintain infrastructure is likely to have a positive and negative impact overall on biodiversity	+/-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Improving the condition of road, footway and cycle networks may cause a temporary short-term negative impact while works are taking place, resulting from increased emissions from queuing traffic and emissions displaced elsewhere. Ultimately, however, long-term positive impacts should arise with road users able to move through a better maintained network more efficiently, with less pollution from queueing traffic and more people encouraged to walk and cycle on better maintained networks. The effect is positive and negative overall. This is preferable to the alternative scenario as it allows people to continue walking and cycling.	+/-	Failing to adequately maintain our transport infrastructure could lead to inefficient traffic movements and discourage people walking and cycling, which will have long-term negative impacts on air quality (especially if people choose to drive rather than walk or cycle.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Improving the condition of road, footway and cycle networks may cause a temporary short-term negative impact while works are taking place, resulting from increased emissions from queuing traffic and emissions displaced elsewhere. Ultimately, however, long-term positive impacts should arise with road users able to move through a better maintained network more efficiently, with less pollution from queueing traffic and more people encouraged to walk and cycle on better maintained networks. The effect is probably neutral overall. This is preferable to the alternative scenario as it allows people to continue walking and cycling.	+/-	Failing to adequately maintain our transport infrastructure could lead to inefficient traffic movements and discourage people walking and cycling, which will have long-term negative impacts on the climate (especially if people choose to drive rather than walk or cycle)	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Improving the condition of road, footway and cycle networks may cause a temporary short-term negative impact while works are taking place as a result of materials on site. Maintenance regimes may also have an affect on soil if they cut back habitats. Therefore, it is important that this action balances maintenance with the need to leave some things wild to protect soil. However, there will be a longer term benefit in terms of less queuing traffic, vehicles operating more efficiently and therefore polluting less and affecting soil less. Therefore this policy is probably positive and negative.	+/-	Failing to adequately maintain infrastructure is likely to have a negative impact overall on biodiversity.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Improving the condition of road, footway and cycle networks may cause a temporary short-term negative impact while works are taking place as a result of runoff contaminating watercourses. In the long-term, however, improving road conditions could include the upgrade and improvement of surface water drainage systems which could have a positive impact on water quality. The impact is therefore likely to be positive and negative, in preference to the alternative scenario which could have a negative impact.	+/-	Poorly maintained roads may result in run-off contaminating watercourses, with long-term negative impacts.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Improving the condition of road, footway and cycle networks may cause a temporary short-term negative impact while works are taking place, with an increase in materials and equipment on site. Impacts in the long term should be more positive though with well maintained infrastructure complementing the landscape and encouraging active travel, which tends to reduce the number of large vehicles that affect the landscape. This is preferable to the alternative scenario where the landscape is negatively impacted in the long-term. Therefore the effect is positive and negative.	+/-	Poorly maintained infrastructure can lead to an unsightly landscape in the long term.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Improving the condition of road, footway and cycle networks may cause a temporary short-term negative impact, making certain areas difficult to access and increasing congestion. In the long-term positive impacts will result with road users able to move through a better maintained network more efficiently and more people encouraged to walk and cycle on better maintained networks. This is preferable to the alternative scenario which has long-term negative implications. Therefore the effect is positive and negative.	+/-	Failing to adequately maintain our transportation assets will result in long-term problems to the travelling public, making certain areas inaccessible and contributing towards journey time unreliability.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Improving the condition of road, footway and cycle networks may cause a temporary short-term negative impact to human health causing queuing, rising traffic levels in some areas and increases in emissions, noise and vibration while works are ongoing. In the longer term, though, this should bring positive impacts with road users able to move through a better maintained network more efficiently and more people encouraged to walk and cycle on better maintained networks. Better surfaces also reduce noise. In terms of safety, a well maintained network should lead to less accidents and risk of injury too. This is preferable to the alternative scenario where long-term impacts are unambiguously negative. Therefore this factor is positive and negative but slightly more strongly positive.	+/-	Failing to adequately maintain our transportation assets could lead to an increase in accidents and injuries and could discourage walking and cycling, with long-term negative impacts on health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Improving the condition of road, footway and cycle networks may cause a temporary short-term negative impact to cultural heritage, making certain areas difficult to access and impacting on the setting of historic buildings and sites. Maintenance activities may increase vibrations around sites which could be potentially damaging. This should bring long-term positive impacts with road users able to move through a better maintained network more efficiently and should improve the setting of historic buildings and sites with better maintained surroundings and likely less queuing. This is preferable to the alternative scenario where long-term impacts are negative. This scenario is neutral on balance.	+/-	Failing to adequately maintain our transportation assets could lead to an unsightly environment around historic sites or impede access to such sites with long-term negative impacts.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This should bring long-term positive impacts with road users able to move through a better maintained network more efficiently and more people encouraged to walk and cycle on better maintained networks. This will be more pronounced in the preferred Strategy scenario as this advocates an increase in current activities, with greater long-term benefits to our material assets.	++	Failing to adequately maintain our transportation assets will lead to their long-term deterioration.	-

Policy 37: Winter Maintenance - To ensure the safe movement of users of Aberdeen's transport network on carriageways, footpaths, cycle paths and pedestrian precincts and to minimise delays caused by adverse winter weather.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Winter maintenance could have a short-term negative impact on biodiversity, with materials running into watercourses and the pushing of snow onto the verges from roads and pavements. However, there is some benefit as this should lead to less accidents which could impact upon flora and fauna. Therefore, it positive and negative.	+/-	This is likely to impact slightly negatively on biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Winter maintenance could have a short-term positive impact on air quality. Treated roads, cycleways and footways allow traffic to move freely and allows pedestrian and cycle activities to continue, thus minimising emissions. This is preferable to the alternative scenario where traffic is unable to flow freely.	+	Without maintenance activities, traffic may be prevented from flowing freely, with negative impacts on air quality.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Winter maintenance could have a short-term positive impact effect on climatic factors. Treated roads, cycleways and footways allow traffic to move freely and allows pedestrian and cycle activities to continue, thus minimising emissions. This is preferable to the alternative scenario where traffic is unable to flow freely. It is worth recognising that climate change could lead to less of a requirement for winter maintenance treatment with milder winters. However, it could lead to more washing of salts and chemicals into watercourses.	+/-	Without maintenance activities, traffic may be prevented from flowing freely, with negative impacts.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Winter maintenance could have a short-term negative effect on soil. Road clearing can lead to banked up snow on the roadside while salt treatment can lead to salty water running into soil. Air quality improvements have the potential to positively impact on soil. Overall, this is preferable to the alternative scenario which has a purely negative impact. The effect is judged to be both negative and positive.	+/-	Negative air quality impacts resulting from non-flowing traffic can negatively impact on soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Winter maintenance could have a short-term negative effect on water. Salt treatment can lead to salty water running into watercourses.	-	Not having this policy is likely to impact positively on water.	+
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Winter maintenance could have a short-term negative effect on the landscape. Road clearing can lead to banked up snow on the roadside while salt treatment can lead to salty, muddy meltwater which is unsightly.	-	Not having this policy is likely to impact positively on landscape.	+
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Winter maintenance has a short term positive effect on the population as it makes it easier for the people and goods to move around, thus maintaining accessibility and preventing certain groups suffering exclusion. This is preferable to the alternative scenario which is likely to have a negative impact.	+	By not undertaking winter maintenance activities, traffic may not be able to flow freely, and people may have less transport options (such as active travel) resulting in congestion and unreliable journey times in wintery conditions. There is also a danger that certain groups are prevented from travelling in such weather, causing them to be excluded. This would therefore have short-term negative impacts.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Winter maintenance has a short term positive effect on human health, significantly reducing the likelihood of accidents and injuries. This is much preferable to the alternative scenario where the likelihood of accidents will be high. It will also potentially allow people to keep using active travel, even in wintry conditions, which can be good for health too.	++	Failure to undertake winter maintenance will result in an increase in accidents and injuries resulting from snowy and icy conditions, with long-term negative impacts on health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Winter maintenance has both positive and negative, so neutral overall, short term effects on cultural heritage. Road clearing can lead to banked up snow on the roadside while salt treatment can lead to salty, muddy meltwater which is unsightly. However, access to cultural heritage is maintained.	+/-	By not undertaking winter maintenance activities, access to cultural heritage may be impeded with short-term negative impacts.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This will allow better use of material assts.	+	This is likely to have a small minor impact on material assets.	-

Policy 38: Structures - To ensure that all road related structures in Aberdeen that the Council is responsible for are managed and maintained, safe and fit for purpose and constructed to minimise future maintenance implications						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Ensuring that all structures are managed, maintained, safe and fit for purpose may cause a temporary short-term negative impact while works are taking place. Works can cause noise and lead to increases in materials and equipment on site. In the longer term, impacts will be positive though with a well maintained structure less likely to impact adversely on biodiversity (less rusty water runoff and likelihood of parts of the structure falling onto the surroundings). Overall, this has both a poisitive and a negative impact and is preferable to the alternative scenario which has an unambiguously negative impact.	+/-	Failing to adequately maintain structures could negatively impact on surrounding biodiversity should such structures erode or collapse.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Ensuring that all structures are managed, maintained, safe and fit for purpose may cause a temporary short-term negative impact while works are taking place, in terms of emissions from works traffic, queuing traffic and traffic displaced to inappropriate roads. In the longer term though impacts will be positive with transport network users able to move through a better maintained network more efficiently. Ensuring new bridges can be used by a variety of transport modes may also encourage greater usage of non-car modes with positive impacts on air quality. Overall, this has both a positive and a negative impact but is more positive overall and is preferable to the alternative scenario which has an unambiguously negative impact.	+/-	Failing to maintain structures and to ensure they are usable by all modes could discourage sustainable transport, with long-term negative impacts on air quality should these journeys be undertaken by car instead.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport?	Ensuring that all structures are managed, maintained, safe and fit for purpose may cause a temporary short-term negative impact while works are taking place, in terms of emissions from works traffic, queuing traffic and traffic displaced to inappropriate roads. In the longer term though impacts will be positive with road users able to move through a better maintained network more efficiently and more people encouraged to walk and cycle on better maintained networks. Ensuring new bridges	+/-	Failing to maintain structures and to ensure they are usable by all modes could discourage sustainable transport, with long-term negative impacts these journeys be undertaken by car instead.	-

		Reduce congestion? Result in the development of peat rich soils?	can be used by a variety of transport modes may also encourage greater usage of non-car modes with positive impacts on emissions. Overall, this has both a positive and a negative impact but is a larger positive impact and is preferable to the alternative scenario which has an unambiguously negative impact. There is also the need to consider climate pressures on infrastructure such as wetter winter weather increased run off/ surface water flooding and subsequent erosion.			
Soil	To reduce contamination, safeguard soil quantity and quality	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Maintenance may cause a temporary short-term negative impact while works are taking place in terms of pollution and contamination. Rusty water and debris falling from poorly maintained structures would also have an effect on soil so this prevents that. Air quality improvements have the potential to positively impact on soil. Overall, this is judged to have a both a positive and a negative impact but is a higher positive impact and is preferable to the alternative scenario which has an unambiguously negative impact.	+/-	Air quality disbenefits may negatively impact on soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Maintenance and construction works may cause a temporary short-term negative impact while works are taking place in terms of pollution and contamination. In the longer term, this should bring more positive impacts with a well maintained structure less likely to impact adversely on water (less rusty water runoff and likelihood of parts of the structure falling onto the surroundings). Overall, this has both positive and negative impacts but a larger positive impact and is preferable to the alternative scenario which has an unambiguously negative impact.	+/-	Poorly maintained structures could have negative impacts on water resulting from rusty water runoff and parts of the structure falling.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Ensuring that all structures are managed, maintained, safe and fit for purpose may cause a temporary short-term negative impact while works are taking place as works can be unsightly and lead to increases in materials and equipment on site. Ensuring new bridges complement their surroundings represents an improvement compared to existing activity and will bring long-term positive impacts while poorly maintained structures can be eyesores, again impacting upon the landscape . Overall, this is judged to have a both a positive and a negative impact but	+/-	Poorly maintained/ruined structures can have long-term negative impacts on the landscape.	-

			has a larger positive impact and is preferable to the alternative scenario which has an unambiguously negative impact.			
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Ensuring that all structures are managed, maintained, safe and fit for purpose may cause a temporary short-term negative impact to the population, making certain areas difficult to access, causing traffic levels to rise in other areas and causing a negative impact to the quality of surfaces. In the long term though, positive impacts should result with road users able to move through a better maintained network more efficiently. Ensuring new bridges can be used by all modes of transport can also reduce congestion by encouraging use of non-car modes. Overall, this has a positive impact and is preferable to the alternative scenario which has an unambiguously negative impact.	+/-	Poorly maintained structures can prevent the efficient movements of people and goods.	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Ensuring that all structures are managed, maintained, safe and fit for purpose may cause a temporary short term negative impact on human health from increased emissions, noise and vibration. In the longer term, however, maintenance brings obvious safety benefits (with structures less likely to collapse) and allows for a freer flow of traffic. Ensuring new bridges can be used by all modes of transport could result in more people walking and cycling. Overall, this has both a positive and negative effect but a higher positive impact and is preferable to the alternative scenario which has an unambiguously negative impact.	+/-	Poorly maintained structures could be very dangerous in the long-term, resulting serious accidents and injuries should they collapse.	-

Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Ensuring that all structures are managed, maintained, safe and fit for purpose may cause a temporary short-term negative impact to cultural heritage, making certain areas difficult to access and impacting on the setting of historic buildings and sites. Maintenance works and any construction may also increase vibration around sensitive with long-term negative impacts on such sites. This should bring long-term positive impacts with road users able to move through a better maintained network more efficiently and should improve the setting of historic buildings and sites with better maintained surroundings. Overall, this has both a positive and a negative impact but a larger positive effect and is preferable to the alternative scenario which has an unambiguously negative impact.	+/-	Poorly maintained structures could lead to certain important sites becoming inaccessible.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Ensuring all structures are safe, secure and well designed will have long-term positive impacts on material assets.	+	Failing to maintain our transportation assets will lead to their deterioration in the long term, rendering them unusable ultimately.	-

Policy 39: Resilience - To ensure that the Aberdeen transport network is as resilient as possible in dealing with unforeseen circumstances, such as accidents, extreme weather and other large disruptions

Indicator	Objectives	Will the policy…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	A reduction in the likelihood of flooding incidents leads to long-term benefits to biodiversity, offering protection to habitats and species at risk of flooding. This is preferable to the alternative scenario where no such protection is offered. Active travel has also proved to be one of the most resilient forms of transport during COVID-19 so enabling this is likely to lead to less pollution for flora and fauna and also to lead to less land take for transport. Scheduling roadworks and informing people will also allow them to plan for them,	++/	Not having this hipolicy is judged to have a negative impact on biodiversity.	-

			reducing resulting queuing and allow ing people to pick another w ay or mode, meaning less impact on biodiversity from pollution.			
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply w ith air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Ensuring that the transport network is as resilient as possible in the event of flooding brings long-term positive impacts on air quality, resulting in less queuing traffic, more attractive conditions for sustainable transport and less chance of traffic being displaced to cleaner areas. This is preferable to the alternative scenario w here a negative impact is predicted. Active travel has also proved to be one of the most resilient forms of transport during COVID-19 so enabling this is likely to lead to less pollution for air. Scheduling roadw orks and informing people w ill also allow them to plan for them, reducing resulting queuing and allow ing people to pick another w ay or mode, meaning less impact on air from pollution.	++	Not having this policy is judged to have a negative impact on air.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Ensuring that the transport network is as resilient as possible in the event of flooding and changes in w eather patterns brings long term positive impacts through reduced emissions resulting from less queuing traffic, more attractive conditions for sustainable transport and less chance of traffic being displaced to cleaner areas. This is preferable to the alternative scenario w here a neutral impact is predicted. Active travel has also proved to be one of the most resilient forms of transport during COVID-19 so enabling this is likely to lead to less pollution for air. Scheduling roadw orks and informing people w ill also allow them to plan for them, reducing resulting queuing and allow ing people to pick another w ay or mode, meaning less impact on climatic factors from emissions.	++	Not having this policy is judged to have a negative impact on climatic factors.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the w ater environment?	Ensuring that the transport network is as resilient as possible in the event of flooding could bring short-term negative effects on soil due from construction works. There should be longer-term benefits though offered to soil from flood protection. Overall, this is preferable to the alternative scenario w here a negative impact is predicted. Active travel has also proved to be one of the most resilient forms of transport during COVID-19 so enabling this is likely to lead to less pollution for soil and also to lead to less land take for transport.	++	Not having this policy is judged to have a negative impact on soil.	-

			Therefore, there is a positive impact overall. Scheduling roadworks and informing people will also allow them to plan for them, reducing resulting queuing and allowing people to pick another way or mode, meaning less impact on soil from pollution.			
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Ensuring that the transport network is as resilient as possible in the event of flooding could bring short-term negative effects to water during construction activities resulting in run-off to watercourses. However, it could also encourage more flood mitigation measures that better catch and filter water to be built into the transport network. Furthermore, active travel has also proved to be one of the most resilient forms of transport during COVID-19 so enabling this is likely to lead to less pollution for water and also to lead to less land take for transport. Scheduling roadworks and informing people will also allow them to plan for them, reducing resulting queuing and allowing people to pick another way or mode, meaning less impact on water from pollution. Therefore, there is both positive and negative impacts but the positive is larger.	++/-	Not having this policy is judged to have a negative impact on water.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Flood defences can negatively impact upon the landscape setting of the City, but do serve to protect important features from the effects of flooding. This is preferable to the alternative scenario which offers no such protection. Furthermore, active travel has also proved to be one of the most resilient forms of transport during COVID-19 so enabling this is likely to lead to land take and visual impact on the landscape than larger vehicles. Furthermore, Scheduling roadworks and informing people will also allow them to plan for them, reducing resulting queuing and allowing people to pick another way or mode, meaning less impact on the landscape. Therefore, although there are positive and negative impacts, the positive is larger,	++/-	Not having this policy is judged to have a negative impact on landscape.	-

Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs	Ensuring that the transport network is as resilient as possible in case of flooding from extreme weather conditions could bring long term positive impacts, ensuring extreme weather events cause minimal disruption to travel patterns. This is preferable to the alternative scenario which offers no such protection. Furthermore, active travel has also proved to be one of the most resilient forms of transport during COVID-19 so enabling this is likely to lead to less social isolation, allow people to move around even when external restrictions are in place and ensure that other elements of the transport network are less congested meaning easier movement of people and goods. Scheduling roadworks and informing people also helps reduce the likelihood of queues and disruption, Therefore, this has a positive impact for population.	++	Not having this policy is judged to have a negative impact on population.	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Ensuring that the transport network is as resilient as possible in case of flooding from extreme weather conditions could bring long term positive effects as it will lead to fewer accidents, less queuing traffic, more attractive conditions for sustainable transport and less chance of displaced traffic, all of which impacts positively on air quality and personal health. This is preferable to the alternative scenario which offers no such protection. Furthermore, active travel has also proved to be one of the most resilient forms of transport during COVID-19 so enabling this is likely to lead to less social isolation, allow people to move around even when external restrictions are in place and ensuring people are able to get exercise. Scheduling roadworks and informing people about them and issues also helps to reduce stress and can help encourage people to take a more resilient form of transport for journey times like active travel which can be good for their health. Therefore, there is a positive impact.	++	Not having this policy is judged to have a negative impact on human health.	-
Cultural Heritage	To protect and enhance the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites	The presence of flood protection measures can detract from cultural and historical sites, but also offers protection to such sites. This is preferable to the alternative scenario which offers no such protection. Furthermore, active travel has also proved to be one of the most resilient forms of transport during COVID-19 so enabling this is likely to lead to more people being able to access cultural heritage and less visual intrusion from traffic and parked vehicles. Co-ordinating roadworks can also help ensure that certain	++/-	Not having this policy is judged to have a negative impact on cultural heritage.	-

	To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Improve access to sites of historic and/or cultural interest?	cultural events are protected and the w orks kept clear of them. Therefore, although there are positive and negative impacts, the positive one is larger.			
Material Assets	Promote a safe and clean environment w ith good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of w ay?	Ensuring that the transport network is as resilient as possible in case of flooding from extreme w eather conditions w ill have a long term positive impact on material assets by allow ing these assets to survive extreme w eather events. Furthermore, enabling a resilient transport netw ork ensures that the netw ork is used most efficiently.	+	Not protecting our material assets from the effects of flooding could see these assets damaged or destroyed.	-
Policy 40: Lighting - Ensure that Aberdeen's lighting infrastructure remains fit for purpose and that appropriate lighting solutions are found which best fit the circumstances						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems.	Cause disturbance or damage to any habitat or species?	Low er lighting levels, alternative lighting solutions (such as solar studs) or reduced operating hours could have a positive impact on biodiversity by benefitting nocturnal species, w hose movements and behaviours may be inhibited by the presence of light. This is preferable to the alternative scenario w hich has a neutral impact on biodiversity.	+	This w ill not impact upon biodiversity.	-

	To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?				
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Improved lighting could have long-term benefits for air quality as people feel safer walking and cycling in better lit areas and may be more likely to choose these modes over the car, resulting in fewer emissions. This is preferable to the alternative scenario where the opposite is anticipated. At the same time, with lower lighting levels, or street lighting switched off overnight, perceptions of safety amongst pedestrians and cyclists could decrease, resulting in less sustainable transport use and more car driving during these hours.	+/-	Poorly maintained street lighting could discourage walking and cycling as people feel unsafe. If these people travel by car instead, emissions will increase and air quality worsen.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	A shift to lower carbon lighting systems and potentially reducing lighting at certain times will consume less energy, with a long-term positive impact on climactic factors. Improved lighting could cause a long-term benefit as people feel safer walking and cycling in better lit areas and become more likely to choose these modes over the car, thus reducing emissions. At the same time, with lower lighting levels, or street lighting switched off overnight, perceptions of safety amongst pedestrians and cyclists could decrease, resulting in less sustainable transport use and more car driving during these hours. This is preferable to the alternative scenario which has a negative impact.	+/-	A shift to lower carbon lighting systems consumes less energy – not doing this, therefore, will have negative impacts on our carbon emissions.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	There could be some disruption to soil as a result of installing new lighting and supporting infrastructure.	-	Soil is unlikely to be affected.	0

Water	To ensure that the w ater quality and good ecological status of the w ater framew ork directive are maintained.	Result in the release of water-borne pollution into w atercourses, groundwater or reservoirs? Increase the amount of surface water run-off into w ater bodies? Increase development that physically impacts on a w atercourse or the coastline.	This is not anticipated to impact on w ater.	0	This is unlikely to impact on w ater.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Ensuring that all street lighting columns in Aberdeen are fit for purpose, safe and sustainable and looking at alternative lighting situations w hich are less visually intrusive w ill have a long term positive impact on the landscape by helping to better frame the surroundings. This is preferable to the alternative scenario w here the impact is neutral.	+	This is unlikely to impact on the landscape.	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs	Certain vulnerable members of society (such as lone w omen, the elderly and partially sighted) may be discouraged from travelling in the evenings and at night if streets are not w ell-lit, causing them to feel unsafe, therefore accessibility and social inclusion are negatively affected. However, if innovative lighting solutions are found to light previously unlit places then this could be beneficial. Therefore, there are positive and negative impacts.	+/-	Poorly maintained street lighting may discourage certain vulnerable members of society (such as lone w omen, the elderly and partially sighted) to travel around in the evenings safely and securely.	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities?	Improved lighting should have a long-term benefit for human health as people feel safer and are more likely to w alk and cycle during the hours of darkness in appropriately lit areas. Reducing light pollution can improve peoples' mental health and w ell-being. At the same time, reduced lighting levels in the evening or overnight could contribute to an increase in road accidents and fewer people w alking and cycling during the hours of darkness as a result of safety and security concerns, with long-term negative impacts on health. This is preferable, though, to the alternative scenario w hich is unambiguously negative.	+/-	Poorly maintained lighting columns may discourage w alking and cycling if people feel unsafe. As well as reducing opportunities for active travel, this could lead to an increase in noise and pollution if these journeys are undertaken by car instead.	-

		Improve access to and quality of open space?				
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Ensuring that all street lighting columns in Aberdeen are fit for purpose, safe and sustainable will have a long term positive impact by helping to better frame the surroundings. Likewise, finding innovative, less intrusive solutions can help frame cultural heritage better than conventional lighting. Better lighting will also help people to access cultural heritage.	++	This is unlikely to impact significantly on cultural heritage.	0
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way	Ensuring that all street lighting columns in Aberdeen are fit for purpose, safe and sustainable will have a long term positive impact by making best use of existing assets. Likewise, better lighting more of the transport network can help make better use of the network. This is preferable to the alternative scenario where assets suffer long-term decline.	+	Failing to adequately maintain lighting columns will lead to the long-term deterioration of these assets.	-

Appendix E: Cumulative Effect Assessment

LTS Vision, Objectives	Vision	Objectives	Policy	Comments
Biodiversity	++	+	-/++	Implementation of the LTS will have largely positive impacts on biodiversity, although some impacts may be negative and result in disbenefits. In terms of positive impacts, the vision explicitly states that the LTS should enable a high-quality transport system that facilitates healthy living and minimises the impact on our environment and this is transposed down through the following objectives, which deal with climate and environment, health, resilience and modal shift, including reducing the need to travel, all of which will be beneficial to Biodiversity. Objectives TPO1 – Climate and Environment – Reduce the negative impact of transport on the climate and the environment in Aberdeen. TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare the LTS primarily seeks a reduction in road traffic and an increase in the use of sustainable modes of transport. TPO6 – Resilience – Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen Beyond these, specific policy relating to Climate Change Mitigation and Adaption, Air Quality, Reducing the need to travel, Walking and wheeling, Cycling, Zero Emission Vehicles, Demand Management, Biodiversity and Greenspace, Maintenance and Resilience all aim to enable situations that would benefit biodiversity. This should have multiple benefits for biodiversity, namely: • Reduced land take from transport by reducing the need for construction of large-scale transport facilities such as roads and bridges to cope with growing demand for motorised transport. This will reduce the likelihood of damage and disruption to protected/vulnerable habitats and species; • A reduction in environmental pollution, noise and artificial light which can negatively impact upon vulnerable species; • Reduced run-off from the transport network into soil and watercourses. • Ensuring biodiversity is considered in maintenance practices • Reduced risk of death or injury to wildlife if hit by traffic.

				Other potentially positive impacts include: • Protection to habitats and species afforded by maintenance and flood prevention schemes; and • Less disruption to nocturnal species through more efficient use of lighting • Those impacts identified as potentially negative and which will require mitigation, are: • Disruption to aquatic species from support for harbour development and more shipping opportunities; • Short-term disruption (in terms of additional noise, pollution and land take) resulting from road maintenance works, including winter maintenance; and • Some disruption caused by construction of new transport infrastructure and supporting facilities • Possible disruption to species and their habitats through an increase in cycle routes and cycling through areas of natural beauty and greenspace. • Possible safety issues to species through the use of quieter forms of transport, such as zero emission vehicles, which may cause conflicts if they unwittingly walk or fly out in front of them • Lighting, depending on the solution chosen
Air	++	++	-/++	Implementation of the LTS will have largely positive impacts on air, although some impacts may be negative and result in disbenefits. In terms of positive impacts, the vision explicitly states that the LTS should enable a high-quality transport system that facilitates healthy living and minimises the impact on our environment and this is transposed down through the following objectives, which deal with climate and environment, health, safety, accessibility/ inclusivity/ user-friendliness, resilience, technology and modal shift, including reducing the need to travel, all of which will assist with contributing to improving air quality or will rely on cleaner air quality to enable.. Objectives TPO1 – Climate and Environment – Reduce the negative impact of transport on the climate and the environment in Aberdeen. TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare the LTS primarily seeks a reduction in road traffic and an increase in the use of sustainable modes of transport. TPO3 – Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users. TPO5 – Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive TPO6 – Resilience – Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather

				TPO7 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen Beyond these, specific policies relating to Climate Change Mitigation and Adaption, Air Quality, Reducing the need to travel, Walking and wheeling, Cycling, Bus, Park and Ride, ART, Rail, Taxi and Private Hire, Car Share, Car Clubs, Zero Emission Vehicles, Parking, Demand Management, , Road Improvements, Western Peripheral Route, Travel Awareness and Information, Land Use Planning, Travel Plans, City Centre and Beach, Biodiversity and Greenspace, Traffic Management and Road Safety, Enforcement,, School Travel and Young People, New technologies and initiatives, Intelligent Transport Systems, Winter Maintenance, Resilience and Lighting all aim to enable situations that would benefit air. Implementation of the LTS will have largely positive impacts on air quality, although some impacts are potentially negative and could lead to disbenefits. However, these negative impacts are likely to be short term. Road transport is currently the main contributor to poor air quality in Aberdeen. The LTS seeks to address this by reducing the need to travel, reducing reliance on the private car, reducing road traffic in favour of cleaner modes of transport and reducing congestion as well as enabling the improvement of conditions for low and zero emission transport and information to make informed choices. For journeys where the motor car is the preferred mode of transport, the Strategy seeks to promote car sharing, the use of Car Clubs and the use of low emission vehicles, all of which will serve to reduce the impact of transport on air quality as well as encouraging greater interchange between modes of transport, not only making it easier for people to choose different modes to just car but also to be more able to use their car for only part of their journey and another mode or modes for the rest. The Strategy also supports and states that mitigation measures will be required for any transport schemes that could negatively impact upon air quality. Those impacts identified as potentially negative for air quality and which will require mitigation, are: • Supporting an increase in harbour activities and subsequent traffic around the Port, currently within an AQMA; • Congestion and traffic displacement resulting from road improvement and maintenance schemes; • Reducing vehicle speeds which can cause an increase in certain emissions; • An increase in car usage resulting from reduced street lighting discouraging walking and cycling during hours of darkness; and • An increase in motorcycle use which could lead to an increase in certain harmful emissions. • Emissions from construction of new schemes • Potentially more particulates emitted from tyre wear from EVs as they are traditionally heavier than equivalent petrol and diesel vehicles. However, this can be mitigated by less particulates from brake components given that EVs use regenerative braking • Potentially more demand for power generation to support EV and hydrogen vehicle refuelling. However, innovations in power generation can help to mitigate this.

Climatic Factors	++	++	-/++	Implementation of the LTS will have largely positive impacts on climate, although some impacts may be negative and result in disbenefits. In terms of positive impacts, the vision explicitly states that the LTS should enable a high-quality transport system that facilitates healthy living and minimises the impact on our environment and this is transposed down through the following objectives, which deal with climate and environment, health, safety, accessibility/ inclusivity/ user-friendliness, resilience, technology and modal shift, including reducing the need to travel, all of which will assist with contributing to improving climatic factors or will rely on reducing the effects of climate change to enable. Objectives TPO1 – Climate and Environment – Reduce the negative impact of transport on the climate and the environment in Aberdeen. TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare the LTS primarily seeks a reduction in road traffic and an increase in the use of sustainable modes of transport. TPO3 – Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users. TPO5 – Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive TPO6 – Resilience – Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather TPO7 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen Beyond these, specific policies relating to Climate Change Mitigation and Adaption, Air Quality, Reducing the need to travel, Walking and wheeling, Cycling, Bus, Park and Ride, ART, Rail, Taxi and Private Hire, Car Share, Car Clubs, Zero Emission Vehicles, Parking, Demand Management, Road Improvements, Western Peripheral Route, Travel Awareness and Information, Land Use Planning, Travel Plans, City Centre and Beach, Biodiversity and Greenspace, Traffic Management and Road Safety, Enforcement,, School Travel and Young People, New technologies and initiatives, Intelligent Transport Systems, Winter Maintenance, Resilience and Lighting all aim to enable situations that would benefit climatic factors. Implementation of the LTS will have largely positive impacts on climatic factors, although some impacts are potentially negative and could lead to disbenefits. However, these negative impacts are likely to be short term. Transport emissions, particularly CO_2, are a significant contributor to climate change. The LTS seeks to address this by reducing the need to travel, reducing reliance on the private car, reducing road traffic in favour of cleaner modes of transport and reducing congestion as well as enabling the improvement of conditions for low and zero emission transport and information to make informed choices. For journeys where the motor car is the preferred mode of transport, the Strategy seeks to promote car sharing, the use of Car Clubs and the use of low emission vehicles, all of which will serve to reduce the impact of transport on air quality as well as encouraging greater interchange between modes of transport, not only making it easier for people to choose different modes to just car but also to be more able to use their car for only part of their journey and another mode or modes for the rest. .Should the Strategy be successful in achieving these aspirations, climate-changing emissions would significantly reduce. Those impacts identified as potentially negative and which will require mitigation, are: • Supporting an increase in harbour activities and subsequent traffic around the Port could increase emissions

				• Supporting the growth of the airport could increase emissions; • Congestion and traffic displacement resulting from road improvement and maintenance schemes could increase emissions temporarily in local areas; • Reducing vehicle speeds which can cause an increase in certain emissions; • An increase in car usage resulting from reduced street lighting discouraging walking and cycling during hours of darkness; and • An increase in motorcycle use which could lead to an increase in certain harmful emissions. • Emissions from construction of new schemes • Potentially more demand for power generation to support EV and hydrogen vehicle refuelling. However, innovations in power generation can help to mitigate this.
Soil	++	+	-/++	Implementation of the LTS will have largely positive impacts on soil, although some impacts may be negative and result in disbenefits. In terms of positive impacts, the vision explicitly states that the LTS should enable a high-quality transport system that facilitates healthy living and minimises the impact on our environment and this is transposed down through the following objectives, which deal with climate and environment, health, resilience and modal shift, including reducing the need to travel, all of which will be beneficial to soil. Objectives TPO1 – Climate and Environment – Reduce the negative impact of transport on the climate and the environment in Aberdeen. TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare the LTS primarily seeks a reduction in road traffic and an increase in the use of sustainable modes of transport. TPO6 – Resilience – Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen Beyond these, specific policies relating to Climate Change Mitigation and Adaption, Air Quality, Reducing the need to travel, Walking and wheeling, Cycling, Zero Emission Vehicles, Demand Management, Biodiversity and Greenspace, Maintenance and Resilience all aim to enable situations that would benefit biodiversity. This should have multiple benefits for soil, namely: • Reduced land take from transport by reducing the need for construction of large-scale transport facilities such as roads and bridges to cope with growing demand for motorised transport. This will reduce the likelihood of damage and disruption to soil and more soil being built over. • A reduction in environmental pollution and vibration which can negatively impact upon vulnerable species; • Reduced run-off from the transport network into soil and watercourses. Those impacts identified as potentially negative and which will require mitigation, are:; • Short-term disruption (in terms of additional noise, pollution and land take) resulting from road maintenance works,

				including winter maintenance; and • Some disruption caused by construction of new transport infrastructure and supporting facilities • New transport infrastructure would result in more soil sealing/ compaction which would be a negative longer term impact on soil/ cause loss of soil organic matter - as well as increase risk of run off
Water	++	+	-/+	Implementation of the LTS will have largely positive impacts on water, although some impacts may be negative and result in disbenefits. In terms of positive impacts, the vision explicitly states that the LTS should enable a high-quality transport system that facilitates healthy living and minimises the impact on our environment and this is transposed down through the following objectives, which deal with climate and environment, health, resilience and modal shift, including reducing the need to travel, all of which will be beneficial to water. Objectives TPO1 – Climate and Environment – Reduce the negative impact of transport on the climate and the environment in Aberdeen. TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare the LTS primarily seeks a reduction in road traffic and an increase in the use of sustainable modes of transport. TPO6 – Resilience – Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen Beyond these, specific policies relating to Climate Change Mitigation and Adaption, Air Quality, Reducing the need to travel, Walking and wheeling, Cycling, Zero Emission Vehicles, Demand Management, Land Use Planning, Biodiversity and Greenspace, Maintenance, Structures and Resilience all aim to enable situations that would benefit water. This should have multiple benefits for water, namely: • Reduced land take from transport by reducing the need for construction of large-scale transport facilities such as roads and bridges to cope with growing demand for motorised transport. This will reduce the potential impact of sealed surfaces and run off. • A reduction in environmental pollution which can negatively impact upon water; • Consideration for how to build water storage, filtering and distribution into new schemes (including SUDS) • Protection to habitats and species afforded by maintenance and flood prevention schemes; and Those impacts identified as potentially negative and which will require mitigation, are: • Disruption to aquatic species from support for harbour development and more shipping opportunities; • Short-term disruption (in terms of additional noise, pollution and land take) resulting from road maintenance works, including winter maintenance; and • Some disruption caused by construction of new transport infrastructure and supporting facilities • Possible safety issues to introducing water storage around transport users

Landscape	++	-/+	-/+	Implementation of the LTS will have largely positive impacts on landscape, although some impacts may be negative and result in disbenefits. In terms of positive impacts, the vision explicitly states that the LTS should enable a high-quality transport system that minimises the impact on our environment and this is transposed down through the following objectives, which deal with climate and environment, health, accessibility/ inclusivity/ user friendly, resilience and modal shift, including reducing the need to travel, all of which will be beneficial to landscape. Objectives TPO1 – Climate and Environment – Reduce the negative impact of transport on the climate and the environment in Aberdeen. TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare the LTS primarily seeks a reduction in road traffic and an increase in the use of sustainable modes of transport. TPO5 – Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive TPO6 – Resilience – Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen However, making things more accessible for people could have a negative affect on the landscape if larger facilities to accommodate a greater range of users have to be built. Beyond these, specific policies relating to Climate Change Mitigation and Adaption, Reducing the need to travel, Walking and wheeling, Cycling, Bus, Park and Ride, ART, Rail, Taxi and Private Hire, Car Share, Car Clubs, Parking, Demand Management, Western Peripheral Route, Travel Awareness and Information, Land Use Planning, Travel Plans, City Centre and Beach, Biodiversity and Greenspace, Enforcement,, School Travel and Young People, New technologies and initiatives, Intelligent Transport Systems, Winter Maintenance, Resilience and Lighting all aim to enable situations that would benefit landscape. This should have multiple benefits for landscape, namely: • Reduced land take from transport by reducing the need for construction of large-scale transport facilities such as roads and bridges to cope with growing demand for motorised transport. This will reduce the potential impact of sealed surfaces and run off. • A reduction in traffic which could be a blot on the landscape • Consideration given to the design of new structures and lighting solutions for the benefit of • Better access to appreciate landscapes for people Those impacts identified as potentially negative and which will require mitigation, are: • ; • Short-term disruption (in terms of additional noise, pollution and land take) resulting from road maintenance works, including winter maintenance; and • Some disruption caused by construction of new transport infrastructure and supporting facilities. • How new infrastructure will affect the landscape. Consideration of how this will affect the landscape is important • How supporting facilities, such as VMS screens, lighting columns, EV charge points may affect the setting of the landscape

Population	++	-/++	-/++	Implementation of the LTS will have largely positive impacts on population In terms of positive impacts, the vision explicitly states that the LTS should enable safe, resilient, high-quality transport system that is accessible to all, supports a vibrant economy, facilitates healthy living, minimises the impact on our environment and encourages people to live in, work in and visit Aberdeen. This is all of benefit to the population both through the movement of people, of goods, and the conditions in which these take place. This is transposed down through the following objectives, which deal with climate and environment, health, safety, economy, accessibility/ inclusivity/ user-friendliness, resilience, technology and modal shift, including reducing the need to travel, all of which will assist with contributing to improving the transport network for the population. TPO1 – Climate and Environment – Reduce the negative impact of transport on the climate and the environment in Aberdeen. TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare TPO3 – Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users. TPO4 – Economy– Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region. TPO5 – Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive TPO6 – Resilience – Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather TPO7 – Technology– Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities. TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen In terms of the economy, long-term benefits will result from reduced congestion and improved journey time reliability. Benefits will also accrue from City Centre regeneration proposals (including an improved transport environment) and the more efficient use of car parking spaces at key destinations.

				In terms of accessibility and social inclusion, the LTS will bring long-term benefits by raising awareness of, and facilitating travel by, walking, cycling, public transport, community and social transport, car sharing and car clubs to ensure that all people can access the destinations and services they need, and that transport is convenient, safe and inexpensive. Responsible management of blue badge parking spaces will also improve accessibility for those with disabilities. Making transport cleaner, in terms of emissions, will also help people with health issues to be able to get out and use the network. Potentially negative impacts identified are: • Delays and congestion resulting from improvement and maintenance schemes, albeit these are short - short term; and
Human Health	+	++	-/++	Implementation of the LTS will have largely positive impacts on human health In terms of positive impacts, the vision explicitly states that the LTS should enable safe, resilient, high-quality transport system that is accessible to all, supports a vibrant economy, facilitates healthy living, minimises the impact on our environment and encourages people to live in, work in and visit Aberdeen. This is all of benefit to human health through healthy living, safety, efficient use of people and goods removing stress with resilience and accessibility ensuring that people are able to move around both for mental and physical health. This is transposed down through the following objectives, which deal with climate and environment, health, safety, economy, accessibility/ inclusivity/ user-friendliness, resilience, technology and modal shift, including reducing the need to travel, all of which will assist with contributing to improving the transport network for the population. TPO1 – Climate and Environment – Reduce the negative impact of transport on the climate and the environment in Aberdeen. TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare TPO3 – Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users. TPO4 – Economy– Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region. TPO5 – Accessibility/ inclusivity/ user-friendly– Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive TPO6 – Resilience – Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather TPO7 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities. TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen Long-term positive impacts will result from the Strategy's aspirations to encourage more walking and cycling and to reduce car use which will facilitate an increase in physical activity, improve air quality and reduce noise, thus improving the health

				and wellbeing of the population. Improving access to the outdoors and to healthcare facilities has obvious health benefits, while reduced traffic, reduced speeds, road and bridge maintenance activities, accident and flood prevention schemes and a more secure night-time environment will improve the safety of the travelling public, reducing the number of transport-related accidents and injuries and reducing incidences of assault and abuse. Road maintenance can also successfully reduce noise, with resulting mental health benefits. Potentially negative impacts, identified, which will require mitigation, are: • A potential decline in air quality around the Port area resulting from increased activity; • An increase in road accidents and poor perceptions of safety as a result of reduced levels of street lighting; • An increase in congestion during road maintenance works and the displacement of traffic to alternative streets, with road safety and health implications; and • A decline in air quality resulting from increased motorcycle use. • Potential effect on mental health through reducing the need to travel • Potential increase in particulates from EV tyres as they tend to be heavier vehicles than petrol and diesel ones. However, this is balanced by less particulates from brakes due to the regenerative braking
Cultural Heritage	++	-/+	-/+	Implementation of the LTS will have largely positive impacts on cultural heritage, although some impacts may be negative and result in disbenefits. In terms of positive impacts, the vision explicitly states that the LTS should enable a high-quality transport system that is accessible to all, supports a vibrant economy, minimises the impact on our environment and encourages people to live in, work in and visit Aberdeen and this is transposed down through the following objectives, which deal with climate and environment, health, economy, accessibility/ inclusivity/ resilience and modal shift, including reducing the need to travel, all of which will be beneficial to landscape. Objectives TPO1 – Climate and Environment – Reduce the negative impact of transport on the climate and the environment in Aberdeen. TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare the LTS primarily seeks a reduction in road traffic and an increase in the use of sustainable modes of transport. TPO4 – Economy– Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region. TPO5 – Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive TPO6 – Resilience – Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen However, making things more accessible for people could have a negative effect on cultural heritage if larger facilities to accommodate a greater range of users have to be built. Beyond these, specific policies relating to Climate Change Mitigation and Adaption, Reducing the need to travel, Walking and wheeling, Cycling, Bus, Park and Ride, ART, Rail, Taxi and Private Hire, Car Share, Car Clubs, Parking, Demand Management, Western Peripheral Route, Travel Awareness and Information, Land Use Planning, Travel Plans, City Centre and Beach, Biodiversity and Greenspace, Enforcement,, School Travel and Young People, New technologies and initiatives,

				Intelligent Transport Systems, Winter Maintenance, Resilience and Lighting all aim to enable situations that would benefit cultural heritage. The impact of the LTS on cultural heritage is anticipated to be mostly positive, although some potentially negative impacts have been identified. In terms of positive impacts, these largely relate to the traffic reduction aspirations outlined in the LTS and are therefore long-term impacts. Less traffic around historically and/or culturally important sites will improve the setting of such sites, ensuring views are not blighted by parked cars, traffic or congestion, and will reduce emissions and pollution around such sites, which are known to cause deterioration and damage to ancient buildings and monuments. Enforcement too will help with this. Noise will also reduce, allowing people to better enjoy the experience of being in and around important buildings and sites. The setting of such sites may also be enhanced by improvements to street lighting, while valuable assets will be protected by an increase in flood defences. Accessibility improvements will also have long-term benefits in allowing more people to reach and enjoy such sites. In terms of possible negative impacts, these relate, in the short term, to an unsightly environment around such sites as a result of transport improvement and maintenance activities, albeit this is a temporary situation. In the longer term, an increase in traffic management features in certain areas, for example conservation areas, could undermine the distinctiveness of such sites, while an intensification of maintenance activities around such sites could increase vibrations , potentially leading to damage. Design of any new transport infrastructure and supporting facilities should ensure that it is sensitive to the environment.
Material Assets	‡	‡	‡	Implementation of the LTS will have largely positive impacts on material assets In terms of positive impacts, the vision explicitly states that the LTS should enable safe, resilient, high-quality transport system that is accessible to all, supports a vibrant economy, facilitates healthy living, minimises the impact on our environment and encourages people to live in, work in and visit Aberdeen. This is all of benefit to material assets as it encourages better use of them, both by making them more accessible but also more appealing. This is transposed down through the following objectives, which deal with climate and environment, health, safety, economy, accessibility/ inclusivity/ user-friendliness, resilience, technology and modal shift, including reducing the need to travel, all of which will assist with contributing to improving the use of the material assets that make up the transport network. TPO1 – Climate and Environment – Reduce the negative impact of transport on the climate and the environment in Aberdeen. TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare TPO3 – Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users. TPO4 – Economy– Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region. TPO5 – Accessibility/ inclusivity/ user-friendly– Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive TPO6 – Resilience – Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather TPO7 – Technology– Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.

				TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen Implementation of the LTS is anticipated to have a positive impact on material assets. This is largely because the Strategy outlines a range of improvements and additions to the City's transport network which will benefit members of the travelling public and contribute to the development of a fit-for-purpose, safe and clean transport system. However, there are still some potential negatives to consider. Impacts from increased EV charging infrastructure, depending on how the power is produced and distributed, could have a potential cumulative impact. There is also the consideration of the petrol and diesel vehicles that will leave the roads, whether they will be scrapped and how they could be recycled.
Key	++ strong positive; = positive; 0 neutral; - negative; --strong negative			

Appendix F: Compatibility Assessment

Key:

?	Uncertain
X	Potentially incompatible
✓	Compatible

Actions:

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