

**Draft Aberdeen
Local Transport
Strategy 2023-
2030**

**Habitats
Regulation
Assessment (HRA)**

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1 Background to Habitats Regulation Assessment

The National Site Network (previously referred to as Natura 2000 sites) is a network of protected sites of international importance which include Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar Sites. Under Article 6 (3 & 4) of the European Habitats Directive, any plan, project or strategy (PPS) which is not directly connected with or necessary for the management of a National Site and which is likely to have a significant effect on such a site, either individually or in combination with other plans or projects, must undergo a Habitats Regulation Assessment (HRA) to determine its implications for the site.

The competent authority can only agree to the plan or project going forward once it has ascertained that it will not adversely affect the integrity of the site concerned (Article 6.3). In exceptional circumstances, a plan or project may still proceed despite a negative assessment, provided there are no alternative solutions, and the plan or project is considered to be of overriding public interest. In such cases the Member State must take appropriate compensatory measures to ensure that the overall coherence of the National Site network is protected (Article 6.4).

This document comprises a HRA for the draft Aberdeen Local Transport Strategy (LTS) 2023-2030 to analyse the implications of the Strategy on National Sites in the area.

2 The draft Aberdeen Local Transport Strategy (LTS) 2023-2030

The LTS has been developed to set out the policies and interventions adopted by the Council to guide the planning and improvement of the local transport network over the next five years. In doing so it takes into account national and regional transport, planning and economic development policies and is fully integrated with the Council's wider objectives and outcomes.

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.”*

This vision is supported by 8 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
- 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

Forty topic areas (forty-one if you include monitoring) have been identified for the LTS and each area has a corresponding policy. Each policy is accompanied by a series of detailed actions that the Council and partners will pursue in order to meet these policies. The actions and policies compliment the overall vision, objectives and desired outcomes of the LTS. The vision, objectives and policies (including accompanying actions) will therefore be subject to assessment. The policies and actions are listed in Table 2.1 below.

Table 2.1: Policies and Actions identified in the LTS

Policy	Actions
<p>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.</p>	<ul style="list-style-type: none"> • 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 and expand hydrogen refuelling and EV charging infrastructure and explore ways in which this could be facilitated by renewable energy. • Ensure that the LTS aligns with the Net Zero Vision, Strategic Infrastructure Plan and Routemap 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

	<p>off.</p> <ul style="list-style-type: none"> • 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."
<p>2: Air Quality – Reduce the contribution of transport to poor air quality in Aberdeen and have all air quality management areas revoked.</p>	<ul style="list-style-type: none"> • 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.
<p>3: Noise Quality – Reduce levels of noise from the transport network in Aberdeen.</p>	<ul style="list-style-type: none"> • Continue to identify Noise Management Areas and Quiet Areas within Aberdeen. • Implement the Noise Action Plan. • Require mitigation measures for new schemes, with respect to managing transportation noise.
<p>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.</p>	<ul style="list-style-type: none"> • Support Digital Connectivity improvements, including enhancements to the High Speed Broadband network in the City to enable more people to access facilities virtually. • Lead by example and encourage the use of flexible working practices in the city. • Work with partners to create community hubs, allowing people to work remotely without needing to access a central office location. • Work with partners to ensure that reducing the need to travel is balanced against the need to keep the city "open for business" and considers the mental and physical health of people. • Work with partners to support and encourage the location of facilities in developments to enable 20 minute neighbourhoods, reducing the need to travel by car.
<p>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</p>	<ul style="list-style-type: none"> • Continue to review and Update the Council's Active Travel Action Plan which further develop the walking, wheeling and cycling aspects of the LTS. • Increase the attractiveness of walking and wheeling and improve the safety of the pedestrian environment throughout the City with a combination of measures including improved maintenance of existing footways, upgraded lighting, development of new off-road

<p>a means of travel and for recreation, in recognition of the significant health and environmental benefits they can bring.</p>	<p>footpaths, creation of more space for the walking environment, implementation of pedestrianised or part-pedestrianised areas, filling missing links in the walking and wheeling provision and delivering additional traffic management and traffic calming to deliver walkable neighbourhoods.</p> <ul style="list-style-type: none"> • All new developments will be planned for walking and wheeling as per Designing Streets and Scottish Planning Policy with appropriate facilities within the development and to and from places of interest (residential areas, schools, workplaces, shops, onward transport connections, leisure and health facilities). • Ensure that all traffic management and road maintenance schemes incorporate measures for those walking and wheeling, keeping footways open at all times or providing signed alternatives which do not result in lengthy diversions or the need to cross multiple roads. • Continue to raise awareness of the benefits of walking and wheeling and the opportunities available in Aberdeen via route map signage and way finding • Continue to encourage walking and wheeling with fun initiatives such as trails and challenges. • Continue to work with groups to ensure that the walking and wheeling environment is inclusive for users. • Refresh the City's Core Paths Plan. • Look to make use of and enhance green infrastructure when planning walking and wheeling routes. • Promote the message that switching to walking and wheeling journeys even once a week can make a huge difference to health, congestion and finances.
<p>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.</p>	<ul style="list-style-type: none"> • Continue to review and Update the Council's Active Travel Action Plan which further develops the walking, wheeling and cycling aspects of the LTS. • Increase the attractiveness of cycling and improve the safety of the cycling environment throughout the City with a combination of measures. Priority should be given to the city centre, the main transport corridors into it and filling missing strategic links in cycling provision. Measures should include development of new segregated and off-road routes, Advanced Stop Lines at junctions, toucan crossings of busy roads and priority measures for cyclists crossing side roads. These should be supported by improved maintenance of existing cycle routes, upgraded lighting, additional parking and maintenance facilities and additional traffic management and traffic calming to deliver cycle-friendly neighbourhoods. • Maximise opportunities for integrating cycling with other modes of transport and creating interchange opportunities by, for example, improving access to

	<p>railway stations and Park and Ride sites and ensuring cycle parking facilities are available at these and other strategic locations.</p> <ul style="list-style-type: none">• All new developments will be planned for cyclists as per Designing Streets and to Cycling By Design standards with appropriate facilities within the development and to and from places of interest (residential areas, schools, workplaces, shops, onward travel options, leisure and health facilities).• Continue to encourage cycling with fun initiatives such as trails and challenges.• Support and enable the rollout of a cycle hire scheme in Aberdeen.• With partners and additional funding, continue to investigate new ways to give people access to bikes and information about cycling and continue to support existing schemes.• As part of all new transport improvement schemes cyclists will be considered during the assessment, design and implementation and given appropriate provision (as according to Cycling By Design standards) with no net detriment to provision as a vulnerable road user.• Ensure that all traffic management and road maintenance schemes, both permanent and temporary, incorporate measures for cyclists such as: cycle route diversions, one-way exemptions, contraflow cycle lanes, diversionary signage, etc. with any temporary diversions including on-road alternatives if no other option is available and advanced signage at journey decision points indicating extent of access available.• Continue to raise awareness of the benefits of cycling and the cycling opportunities available in Aberdeen via route map signage and way finding.• Continue to work with partners on education and safety campaigns and projects, such as Bikeability and Give Me Cycle Space, encouraging training in schools, rolling out cycle training to adults and encouraging drivers to behave safely and respectfully when sharing roadspace with cyclists.• Continue to promote, encourage and enable the range of different bikes and supporting infrastructure which can encourage more people into cycling such as cargo bikes and e-bikes and support ways of allowing people to trial these technologies.• Continue to work with and support Aberdeen Cycle Forum and Grampian Cycle Partnership in promoting the benefits of cycling and improving opportunities for cycling in the City.• Promote the message that even cycling once a week can make a huge difference to health, congestion and finances.• Continue to provide maintenance stations in key
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	<p>locations and support schemes which both enable and teach people about bike maintenance.</p> <ul style="list-style-type: none"> • Look to make use of and enhance green infrastructure when planning cycling routes.
<p>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.</p>	<ul style="list-style-type: none"> • Continue to remain committed to the North East Scotland Bus Alliance and delivery of the Bus Action Plan. • Work with partners in the North East Scotland Bus Alliance to consider the potential of Bus Service Improvement Partnerships (BSIPs) in securing enhanced services. • Continue to work with the North East Scotland Bus Alliance to identify, implement and trial a range of schemes to better facilitate the movement of buses in the City, including priority measures and traffic management improvements, in line with Locking In the Benefits of the AWPR. This should also include bus priority on the key radial corridors, identified by the Bus Alliance as priorities for improving journey times and reliability. • Continue to maintain, manage and improve bus stop infrastructure in line with Quality Partnership targets. • Continue to work with bus operators through the Health and Transport Action Plan to ensure health services are accessible by public transport. • Review provision of bus services to ensure existing services meet peoples’ needs, and where necessary consider provision of supported services where these are deemed socially necessary. • Ensure all new developments are planned and designed with public transport access and penetration in mind. • Require developers to engage with public transport providers from the beginning of the planning process to ensure that new sites can be served by public transport. Where services cannot be supplied commercially, require developers to provide these at their own cost until such time as they become commercially viable. • Encourage further adoption of low and zero emission buses. • Continue to enforce bus lane violations and look to increase the coverage of the scheme in recognition of the benefits it has brought in terms of the free flow of buses. • Work with operators and Aberdeenshire Council to improve the availability and quality of bus information in Aberdeen. • Further consider opportunities Local Authorities have both to provide bus services and to encourage use of bus.
<p>8: Aberdeen Rapid Transit – To work with partners including NESTRANS, Transport</p>	<ul style="list-style-type: none"> • With partners, including Transport Scotland, NESTRANS and the North East Scotland Bus Alliance, undertake a feasibility study for an Aberdeen

<p>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.</p>	<p>Rapid Transit project - a tram-like modern system with exemplary comfort and effectiveness, including off-vehicle ticketing and competitive journey times – examining which routes and which locations could be served by this and what supporting infrastructure would be required to enable it</p> <ul style="list-style-type: none"> • With partners, implement Aberdeen Rapid Transit connecting Craibstone/Airport/TECA to the south via the City Centre and Westhill / Kingswells to Bridge of Don via the City Centre. • Deliver significant public transport priority on key radial corridors into the city and in the city centre on which ART will depend • Ensure integration of other modes with ART, particularly integration of the existing bus network, rail and active travel. • Support Aberdeenshire Council in the development of a 'low carbon mobility hub' at Portlethen as an integral part of the proposed ART network, providing interchange and park and ride opportunities for passengers travelling from the south into Aberdeen.
<p>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.</p>	<ul style="list-style-type: none"> • Maximise investment in existing and new Park and Ride facilities to ensure that they provide an attractive place for people to park at the edge of the city and make their onward journey easily by another mode. • Continue to promote park and ride sites as multi-modal transport interchanges, where onward journeys can be made by a range of sustainable modes, rather than simply for parking and taking public transport. • Continue to find ways of ""adding value"" to the park and ride experience in Aberdeen. • Continue to ensure that Park and Ride sites form part of the wider parking strategy for the city as a whole, to encourage long stay parking at the edge of the city. • Support Aberdeenshire Council in the development of a 'low carbon mobility hub' at Portlethen, providing interchange and park and ride opportunities for passengers travelling from the south into Aberdeen.
<p>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.</p>	<ul style="list-style-type: none"> • Continue to promote rail travel to, from and within Aberdeen as part of a sustainable and integrated transport network. • Continue to improve and promote access to both Aberdeen and Dyce Railway Stations, particularly by foot, bicycle, bus and taxi. • Support implementation of key priorities emerging from the Nestrans RTS and Rail Action Plan including lobbying the Scottish Government for further improvements. • Support improvements to the Aberdeen to Inverness and Aberdeen to Edinburgh/Glasgow rail corridors and press for journey time improvements. • With NESTRANS and Network Rail, investigate the

	<p>potential to provide further parking at Dyce station to allow it to function as a mini park and ride site.</p> <ul style="list-style-type: none"> • Continue to support the decarbonisation of rail services and promote Aberdeen's willingness to be part of hydrogen rail trials. • With partners, continue to investigate the case for further stations to enable more local rail movements and, where appropriate, encourage the safeguarding of land for future station expansion and development.
<p>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.</p>	<ul style="list-style-type: none"> • Continue to provide DRT services through the Council. • Continue to support groups looking to develop Community Transport schemes. • Work with Partners through the Health and Transport Action Plan with the ultimate aim of pulling together Council services with those of the voluntary and health sectors into one centralised and integrated booking system for Health & Social Care. • To ensure that vehicles are accessible, fit for purpose and support a shift to a low and zero emission fleet
<p>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.</p>	<ul style="list-style-type: none"> • Ensure that Aberdeen's bus station continues to function as the main hub for coach services and provides high quality, accessible interchange points between a variety of modes of transportation. • Continue to explore and encourage further opportunities to encourage coaches in Aberdeen. • Continue to promote awareness amongst coach operators for appropriate pick up, drop off and waiting areas. • Review pick up and drop off points in line with any potential urban realm improvement schemes. • Continue to ensure that new large developments, which are likely to generate considerable numbers of visitors, have suitable coach parking provision built in. • Continue to work with partners to enable opportunities for low and zero emission coaches in the city.
<p>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.</p>	<ul style="list-style-type: none"> • To continue to improve the safety of School and Social Work Transport by implementing best practice procedures stemming from Transport Guidelines issued by the Department for Transport and Transport Scotland. • To continue to monitor the cap on taxi licences and modify if necessary according to demand. • To implement the committee agreed removal of the engine size requirement for taxi and private hire vehicles. • To work with operators and stakeholders to continue to ensure that a good supply of accessible taxi and private hire vehicles are available and explore ways to encourage more taxi and private hire vehicles in Aberdeen. • To continue to encourage the shift to zero emission

	<p>taxis and private hire vehicles by working with funders, taxi operators and EV and hydrogen refuelling operators to increase opportunities for EV and hydrogen-powered taxi and private hire vehicles and set a date for the banning of petrol and diesel fuelled taxis</p> <ul style="list-style-type: none"> • To ensure the continued successful operation of the Night Time Transport Zone with associated marshals. • To continue to liaise with other hosts, such as the airport and railways stations, to ensure a co-ordinated approach to taxi and private hire provision. • To continue to provide taxi licencing and testing facilities and ensure that Council staff have the right skills and training to perform these roles. • To continue to explore opportunities, on a case by case basis, to permit taxi access in areas where private cars are restricted on a case by case basis
<p>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.</p>	<ul style="list-style-type: none"> • Continue to promote the benefits of car sharing, not just for the whole but for part of the journey, and the regional car sharing database. • Encourage employers to join the car sharing scheme or set up their own site-specific schemes as an important element of an effective Travel Plan. • Encourage workplaces to introduce preferential car parking spaces for car sharers.
<p>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.</p>	<ul style="list-style-type: none"> • Encourage the development of the Car Club in new locations and developments as part of general rollout and through the planning process. • Continue to support the Car Club by installation of new bays and associated infrastructure. • Continue to lead by example and ensure that Council staff members are utilising the Car Club rather than grey fleet in order to reduce emissions, congestion and reliance on the private car. • Continue to promote the Car Club as a feasible alternative to private car ownership. • Continue to support the Car Club in their roll out of Ultra Low Emission Vehicles (ULEVs). • Continue to enforce car club spaces with Traffic Regulation Orders on the public road. • Continue to work with the car club to encourage innovation within their business and to support trials of new technologies and processes in Aberdeen. • Continue to find ways of supporting vehicles in areas where they would not otherwise be financially viable but bring benefit to communities. • Explore ways to link the car club with other modes of transport.
<p>16: Powered Two Wheelers – To improve conditions for motorcyclists on Aberdeen’s roads, particularly in terms of rider safety and encourage a</p>	<ul style="list-style-type: none"> • Implement road improvement and road safety schemes to increase the safety of motorcyclists on Aberdeen’s roads. • Continue to participate in initiatives such as Operation Zenith to raise awareness of motorcyclist safety. • Ensure there is an adequate supply of motorcycle

<p>shift to low carbon vehicles.</p>	<p>parking bays in areas where these are most needed.</p> <ul style="list-style-type: none"> • Explore opportunities to promote zero emission powered two wheelers in the city • Ensure that enforcement of powered-two wheeler usage is undertaken effectively by the Council and partners.
<p>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</p>	<ul style="list-style-type: none"> • Continue to develop Aberdeen's Electric Vehicle Charging Network and Hydrogen Refuelling Station Network with Partners. • Encourage installation of both EV and hydrogen refuelling infrastructure in new developments via Planning policies/ process. • Encourage and support other organisations in putting in charging infrastructure for staff, customers and general members of the public to use. • Encourage the purchase of zero and ultra-low emission vehicles through development of emission reduction measures such as emission based parking charges, Low Emission Zones and additional infrastructure. • Work with Partners to promote the benefits of zero and ultra-low emission vehicles as an alternative to fossil fuels. • Lead by example and utilise zero and ultra-low emission vehicles within the Council's fleet and work with fleet operators to encourage the decarbonisation of goods vehicles, and other corporate fleets, including EcoStars accreditation for organisations. • Work with bus companies, and other partners, to lobby for and help access funding to support the transformation to low and zero emission buses and, where appropriate, ensure that a requirements to operate zero or low emissions vehicles are written in to the contracts of any council subsidised services. • Work with the city's car club operator to encourage further rollout of electric and hydrogen vehicles and promote them as a great way to try the technology. • Continue to promote Aberdeen as a showcase for Hydrogen developments and very much open for zero and ultra-low emission vehicle deployment. • Explore, with suppliers, and enable ways to reduce reliance on the grid in order to power zero and ultra-low emission vehicles. • Support national initiatives to decarbonise rail, aviation, and maritime sectors.
<p>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</p>	<ul style="list-style-type: none"> • Develop a Car Parking Framework for the City covering on and off-street parking and complementing the North East Roads Hierarchy. • Encourage a high turnover of spaces, especially in the city centre, by ensuring parking controls, pricing structures and policies do not encourage commuter car parking and instead support short stay retail, leisure and business trips. • Ensure that the cost and availability of parking is no

<p>modes, enhances the economic vitality of the City Centre and district shopping centres and still supports people with restricted mobility in accessing facilities.</p>	<p>longer an incentive for car use, relative to cost of public transport.</p> <ul style="list-style-type: none"> • Encourage shorter trips within the urban area to transfer to walking, cycling and public transport, and longer trips outwith the urban area to utilise Park & Ride. • Minimise the negative impacts of parking on streetscape and ensure the ability of public transport to flow freely on key bus corridors. • Where appropriate, seek to remove on-street parking in order to provide more space for active and sustainable travel. • Protect residents' ability to park and load close to their homes by extending Controlled Parking Zones to areas where residential amenity is affected by commuter parking. • Protect businesses, tradespeople, and visitors ability to park and load by management of Controlled Parking Zones. • Ensure enforcement of parking and loading restrictions is proactive in order to keep the city moving and without disadvantage to the most vulnerable of users. • Facilitate the operation of car clubs, take up of car sharing and environmentally friendly vehicles. • Ensure that parking policies take into account the needs of people with mobility impairments and other disabilities. • Look to further develop the ""pay by phone"" system for parking. • Work with partner organisations and private car park operators using contractual and planning powers to encourage pricing and length of stay regimes in off-street car parks that facilitate shopping and other short/ medium stay activities. • Increase compliance with disabled parking arrangements and reduce fraudulent use of 'blue badges' by the continuation of the temporary blue badge fraud investigation service. • Ensure that parking standards for new developments continue to encourage people to travel by more sustainable means than the private car.
<p>19: Demand Management – In addition to parking and traffic management, investigate, in partnership with Aberdeenshire Council and NESTRANS, the implications of introducing other demand management methods to Aberdeen.</p>	<ul style="list-style-type: none"> • In partnership with Aberdeenshire Council and NESTRANS, investigate the implications of introducing other demand management methods, such as workplace parking licencing, road user charging and emissions based parking, in the city.
<p>20: Road Improvements – In line with the National</p>	<ul style="list-style-type: none"> • Ensure that any proposals for road improvements are only taken forward once it has been evidenced that reducing the need to travel unsustainably,

<p>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.</p>	<p>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</p> <ul style="list-style-type: none"> • Use traffic models which test scenarios enabling traffic reduction, in line with national and local targets. • Ensure the successful and timely completion of all new road and road improvement projects approved by the Council in the current Non-Housing Capital Programme. • Ensure that proposals for road improvements prioritise the benefits delivered to sustainable modes of transport. • New infrastructure should be constructed so that it minimises future maintenance requirements. • New infrastructure should be constructed so as to minimise its impact on its surroundings and the natural environment.
<p>21: Trunk Road Network – Support improvements to the trunk road network, allowing the safe movement of people and goods to, from and around Aberdeen</p>	<ul style="list-style-type: none"> • Support improvements to the A96 and continue to work with the Scottish Government, Nestrans and Aberdeenshire Council to ensure the completion of these projects. • Continue to lobby Transport Scotland to ensure that the existing dualled section of A96 in Aberdeen is brought up to modern standards and incorporates high quality non-motorised user provision. • Continue to engage with Transport Scotland where connections and improvements to trunk roads, and supporting infrastructure are required as part of new developments. • Support the incorporation of appropriate rest and refuelling facilities for drivers using the trunk road network. • Continue to press the Scottish Government to ensure that roads that are de-trunked, and transfer to Council ownership, are fit for purpose when passed to the Council and/ or appropriate provision is made to allow the Council to bring them up to an appropriate standard. • Work with Transport Scotland on delivering improvements to the walking and cycling network around trunk roads.
<p>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</p>	<ul style="list-style-type: none"> • Continue to ensure that strategic traffic is routed around Aberdeen, using the AWPR rather than through it. • Continue to implement the North East Scotland Roads Hierarchy to encourage people and goods to route into Aberdeen by the most appropriate routes and the city centre to become a destination. • Substantially improve provision for public transport and active travel on key radial corridors, in line with the recommendations and findings of the multi-modal corridor studies. • Make use of VMS, GIS, APPs and other mapping

<p>through route.</p>	<p>software to provide real time travel information and encourage users to route around and access the city by the most appropriate means.</p> <ul style="list-style-type: none"> • Continue to provide, enhance and promote interchange points along the route of the AWPR to encourage users to park on the edge of the city and route to and from the city centre by a more sustainable means • Continue to identify further measures to 'lock in' the benefits of the AWPR
<p>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.</p>	<ul style="list-style-type: none"> • Support measures to improve accessibility to Aberdeen Harbour for passengers and freight, encouraging access by sustainable means. Particular attention should be given to links between the ferry, bus and rail terminals and the city centre. • Support Aberdeen Harbour Board in the development of Aberdeen South Harbour at Nigg Bay, including identification of infrastructure required to ensure the Nigg site is viable. • Work with partners to take forward access improvements for freight and passengers to Nigg Bay including measures to encourage sustainable and active travel to and from the site. • Support Nestrans to deliver their proposals within the RTS as part of their Connections by Sea proposals for action. • Support and encourage measures which see the reduction of emissions from the harbour, its operations and supporting infrastructure.
<p>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.</p>	<ul style="list-style-type: none"> • Support the future growth and extension of Aberdeen International Airport. • Support Nestrans to deliver their aspirations for frequency of services and support for key aviation routes as part of the RTS. • Continue to improve surface access to the Airport by all modes of transport. • Support Aberdeen International Airport in delivering an up to date Surface Access Strategy to ensure commitment to improving modal choice to/from the airport. • Use the findings from the A96 and A947 Multi-Modal Corridor studies to inform future access to the airport.
<p>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.</p>	<ul style="list-style-type: none"> • Implement elements of the Nestrans Freight Action Plan including actions related to addressing congestion, consideration of traffic management in local areas, providing real time routing information, cleaner fleet schemes, reducing incidents between vulnerable uses and access delivery. • Continue to encourage the transfer of freight from road to more sustainable modes such as rail and sea. • Seek to minimise HGV use of minor roads through implementing the North East Scotland Roads Hierarchy Study and findings of multi-modal corridor studies.

	<ul style="list-style-type: none"> • Encourage road freight, not destined for or originating in Aberdeen, to use the AWPR rather than route through the city. • Encourage the use of alternative vehicles and fuelled technology for making deliveries in the city.
<p>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.</p>	<ul style="list-style-type: none"> • Continue to work with partners to provide a "one stop shop" for sustainable transport information in the form of the Getabout partnership and engage with people through Events, publicity campaigns and social media. • Support and further investigate the use of smart travel apps as a means of making people aware of travel information and modes in the city. • Continue to engage with citizens in promoting and developing transport improvements and work with partners to find the most effective ways to reach the target audience. • Work with partners to encourage sustainable commuting with competitive initiatives and "gamification" such as a Commuter Challenge, encouraging individual businesses to aim for net zero commutes. • Continue to gather data to monitor usage of the transport network and the opinions of users of it and use this to inform future improvements to it. Identify and fill any data gaps.
<p>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.</p>	<ul style="list-style-type: none"> • Ensure that new developments are accessible by a range of modes of transport and prioritise access and permeability by sustainable modes. • Encourage movement within and between developments which supports the local living concept and discourages travel by private car. • Ensure that all new developments demonstrate that sufficient measures have been taken to minimise traffic generation through Transport Assessments, Travel Plans and Travel Packs and appropriate on-site measures. • Require developers to contribute towards appropriate off-site transport measures, particularly where new development is adding further pressure to the transport network. • Ensure maximum car parking standards are not exceeded in all new developments and provide people with alternatives to owning a car. • Encourage implementation of Home Zones and low/no car housing where appropriate. • Encourage development of brownfield sites and mixed use communities in recognition of their ability to reduce travel distances. • In the case of several individual developments taking place in an area over a period of years, use Masterplans to ensure appropriate infrastructure and services, including transport, are provided for the whole development area.

	<ul style="list-style-type: none"> • Ensure that the Transport Policies and Guidance within the Local Development Plan facilitate the sustainable movement of people and goods, support efficient land use and match the vision, objectives, policies and actions in the LTS. • Investigate ways to improve sustainable transport connections to existing key destinations such as the Beach and TECA. • Examine options that will connect new housing developments with existing and future employment areas and other significant trip generators.
<p>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.</p>	<ul style="list-style-type: none"> • Introduce Local Planning Guidance requiring developers to implement measures which will reduce dependence on car travel. • Continue to require all significant developments in the City to be accompanied by a Travel Plan to demonstrate how the impact of that development on the surrounding transport network will be minimised. • Require Travel Packs to be issued to residents of new housing developments and staff in new office developments in the City. • Encourage the widespread implementation of voluntary Travel Plans for schools, housing developments and workplaces. • Revise and implement the Council’s own Travel Plan as an example of best practice in the City. • Promote and facilitate ‘smarter’ working and measures to reduce the need to travel, including promotion of remote and flexible working practices, the use of video- and web-conferencing technologies and the increased implementation of Wi-Fi facilities across the City. • Identify resources to ensure that Travel Plans are monitored and enforced to maintain momentum and ensure effectiveness beyond the initial implementation of a development. • Continue to work with partners through the Getabout partnership to promote and make travel planning guidance available in the city.
<p>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.</p>	<ul style="list-style-type: none"> • Adopt the transport elements of the refreshed City Centre Masterplan and Beach Masterplans with particular emphasis on improving active travel and public transport links between the city centre and beach and between North Dee and George Street. • Increase the pedestrian experience in the core city centre area and increase space for those walking, wheeling and cycling. • Improve access to the city centre and facilitate interchange points to allow people to travel into the city centre by the most sustainable modes. • Increase space for other uses (e.g. street cafes, events). • Reduce the detrimental impact of motor vehicles on the city centre and beach environment.

	<ul style="list-style-type: none"> • With partners, explore and implement ways to increase city centre footfall without detrimental impacts on congestion and air quality. • Ensure that city centre residents still have access to transport choices without the need to own a private car. • Encourage deliveries to be made to the city centre and Beach without detrimental impact on congestion and air quality.
<p>30: Biodiversity and Green Space – 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.</p>	<ul style="list-style-type: none"> • Take opportunities to improve and create new habitats as part of transport improvement 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 strategy, Net Zero Aberdeen Natural Environment Strategy and Tree and Woodland Strategic Implementation Plan. • 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.
<p>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.</p>	<ul style="list-style-type: none"> • Continue to work with Partners to deliver the Road Safety Plan ambition of 50% reduction in people killed and 50% reduction in people seriously injured by 2030 and 60% reduction of under 16s killed and 60% reduction in under 16s seriously injured by 2030 • Continue to implement a combination of encouragement, enforcement, education and engineering measures to improve road safety and reduce casualty levels for all groups across the City. • Continue to implement road safety improvements including traffic calming schemes and 20mph zones in order to reduce speeds aimed at minimising casualties and will ensure that such schemes improve safety and encourage more pedestrians and cyclists. • Investigate the implementation of Traffic-Free Zones and Low Traffic Neighbourhoods, to protect residential amenity, reduce noise and air pollution and the impact of traffic on communities. • Continue to undertake an annual collision scan to identify hotspots or routes giving concern and from that do more in-depth analysis of all categories of accidents and users, and then determine whether traffic management interventions are appropriate. • Continue to ensure that infrastructure improvements are taken forward which encourage all abilities of user

	<p>of active and sustainable travel to feel safe in using it.</p> <ul style="list-style-type: none"> • Continue to use the Council website, social media and literature to promote the importance of all transport network users being respectful to each other and ensuring that vulnerable road users are protected.
<p>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.</p>	<ul style="list-style-type: none"> • Bus lane enforcement cameras will continue to be managed to prosecute unauthorised drivers who enter bus lanes and pass through bus gates during operating hours. As per the Scottish Government legislation the Council will continue to invest any revenue into delivering LTS objectives and actions. • To ensure greater enforcement the Council will adhere to urban clearway principles in sensitive locations with a strict ‘no stopping regime’ except for buses at certain times of the day. • The Council will continue to address indiscriminate parking outside schools with Police Scotland and will work with Parent Teacher Associations to identify where traffic management solutions could improve safety around schools. • The Council will support the implementation of speed cameras where appropriate to improve levels of safety. The Council will also support the use of average speed cameras where appropriate. • The Council will work with partners to ensure the continued maintenance of CCTV for safer and more secure journeys linked to ITS across the City to facilitate movement of traffic. • In Line with the Transport (Scotland) Act 2019, the Council will enforce instances of Pavement Parking. • The Council will continue to encourage members of the public to report badly and illegally parked and abandoned vehicles.
<p>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.</p>	<ul style="list-style-type: none"> • Publish and promote the Council's School Travel Planning Guidance. • Encourage and support the development of School Travel Plans including identification of safer routes to schools as well as pick up and drop off points for all new and existing schools. • Continue to encourage travel planning initiatives such as walking buses and park and stride schemes in schools. • Promote Best Practice examples of school travel initiatives and encourage knowledge transfer between schools. • Consider traffic management solutions such as footway widening, improved crossing, School Travel Zones, Safe School Zones and car-free zones outside schools. • Continue to work with schools on targeted promotional campaigns to encourage more pupils to travel by active modes of transport. • Continue to facilitate active travel journeys through

	<p>physical changes, such as improving safe routes to school for those travelling on foot, by bike or by scooter and improving cycle and scooter parking facilities at schools where required.</p> <ul style="list-style-type: none"> • Continue to take advantage of external funding opportunities for school travel projects when they arise, especially ones which promote and encourage active travel. • Maintain mandatory or part-time 20mph speed limits outside all schools and ensure these are in place outside any new schools that are built. • Encourage all primary schools to deliver Bikeability Scotland training so that all our young people have the skills and knowledge required to cycle safely on today's roads. • Continue to provide statutorily required transport services to schools and to support and promote the national youth concessionary travel scheme for those under 22 years old along with any local ticketing arrangements. • Continue to support National initiatives, such as the Hands Up Survey, which provide annual monitoring data for travel to school. • Continue to investigate ways to give children access to bikes.
<p>34: 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.</p>	<ul style="list-style-type: none"> • Continue to support the rollout of high speed broadband to enable people to work more flexibly. • Continue to ensure that, where possible, when new infrastructure is built, supporting infrastructure for future proofing (such as ducting) is built in. • Continue to explore opportunities to work with partners to further develop the Smart Travel App concept and its evolution into a Mobility as a Service platform. • Continue to investigate opportunities to work with partners to trial new technologies to further develop the transport network and its capabilities. • Continue to use technology to better monitor and understand the usage of the transport network and to engage with its users. • Continue to work with partners and monitor changes in legislation which may facilitate new technologies which could impact upon the transport network. • Investigate the feasibility of developing mobility/ transport hubs within Aberdeen City.
<p>35: ITS – To expand the use of ITS in Aberdeen in order to improve the efficiency and understanding of the transport network in the City.</p>	<ul style="list-style-type: none"> • The Council will use Intelligent Transport System (ITS) technology to improve network efficiency and manage traffic flow through transport corridors. • The Council will further develop ITS to give priority to particular types of vehicles or road user, where appropriate. • The Council will use ITS to provide reliable travel information to road users, so that they can make informed decisions before and during their journey.

	<ul style="list-style-type: none"> • The Council will explore opportunities to update the travelling public on environmental conditions within the city centre. • The Council will further develop a Journey Time Monitoring System. • The Council will continue to develop back office systems that mean all ITS systems will be connected through a common database. • The council will look to extend ITS functionality into other platforms such as Smart Travel Apps.
<p>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.</p>	<ul style="list-style-type: none"> • Seek increased investment in roads maintenance and lobby the Scottish Government for funding to support the Council’s efforts to address the historic backlog in Aberdeen. • Seek to increase investment in the maintenance of footways and cycleways across the City. • Continue to undertake maintenance works in accordance with appropriate legalisation and guidance. • Prevent roads maintenance schemes occurring simultaneously when these are likely, in combination, to have a significant detrimental effect upon the travelling public. • Seek to ensure that the development of new infrastructure, such as cycleways, is matched by specific funding allocations for maintenance purposes and continue to lobby funders for this. • Ensure that the designs, construction and materials used for new and improved schemes minimise the need for future maintenance. • Continue to update the Roads Asset Management Plan (RAMP). • Prioritise and undertake repairs to reported road defects. • Work to encourage other Roads Authorities to maintain a high standard of road and footway maintenance for the travelling public. • Ensure that clear communications, both in advance and during works, are carried out to users of the transport network.
<p>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.</p>	<ul style="list-style-type: none"> • Continue to undertake winter maintenance operations and examine opportunities to achieve Best Value through partnership working. • Lobby for further investment in winter maintenance relative to the needs of the North East climate. • To continue to review and publish a Winter Maintenance Service Plan on an annual basis. • Provide a standard of service on the Council’s public roads which will permit safe passage of vehicles, cyclists and pedestrians on main routes appropriate to the prevailing weather conditions. • Establish a pattern of working which will minimise delays and diversions due to winter weather as far as is reasonably practical.

	<ul style="list-style-type: none"> • Respond to cases of serious hardship during extended periods of severe weather. • Ensure that winter maintenance information is communicated to users of the transport network through a range of means and in a timely fashion.
<p>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.</p>	<ul style="list-style-type: none"> • Work to increase investment in structural maintenance and repairs across the City to continue to address backlogs. • Continue to inspect, assess and maintain all structures in accordance with the Code of Practice for Bridge Management. • Where new bridges are required, strive to develop structures that complement the surrounding environment and improve access for the greatest number of users. • Ensure that the designs, construction and materials used for new and improved schemes minimise the need for future maintenance. • Seek to ensure that the development of new infrastructure, such as cycleways, is matched by specific funding allocations for maintenance purposes and continue to lobby funders for this.
<p>39: Resilience – To ensure that the Aberdeen transport network is as resilient as possible in dealing with unforeseen circumstances, such as accidents, extreme weather, works and other large disruptions.</p>	<ul style="list-style-type: none"> • 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 and ensure that the designs, construction and materials used for new and improved schemes maximise the resilience of schemes against flooding. • 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. • Learn from the COVID-19 global pandemic and, with partners, identify improvements to the transport system which allow it to be more resilient and work to achieve funding for them. • Ensure that resilience forms part of the justification for improving active travel infrastructure. • Ensure that travel information is available to people by a range of quick, easily updated methods in order to respond to unforeseen circumstances. • Ensure that roads and pavements are repaired promptly and appropriately as part of utilities works, and with appropriate coordination to avoid repetitive roadworks on the same stretch of the network. • Ensure inspections are carried out by ACC and road defects associated with roadworks/ utility operations are identified and reported. • Ensure that temporary closures make provision for cyclists and pedestrians.

<p>40: Lighting – Ensure that Aberdeen’s lighting infrastructure remains fit for purpose and that appropriate lighting solutions are found which best fit the circumstances.</p>	<ul style="list-style-type: none"> • Continue to increase levels of funding for the City’s lighting infrastructure. • In compliance with the Council’s Climate Change Plan, continue to replace lighting systems with modern energy efficient equipment and ensure new developments use this. • Consideration of lower lighting levels or reduced operating hours of lighting in low priority areas. • Continue to use alternatives to traditional lighting columns where appropriate, such as solar studs, to reduce environmental impact. • Continue to explore options to broaden the value of the city’s lighting network such as electric vehicle charging and monitoring equipment. • Continue to explore ways to reduce the make the lighting network less energy intensive.
<p>41: Monitoring – Ensure that the objectives and outcomes of the Aberdeen LTS are monitored with suitable sources and indicators.</p>	

3 National Site Network

The National Site Network sites with the potential to be significantly affected by transport in Aberdeen City are listed in Table 3.1. The criteria used for the selection of sites are:

- the effect on the aquatic environment;
- the effect on mobile species;
- their vulnerability to recreational pressure;
- their potential to be affected by increased development; and
- the effects on the coast.

Table 3.1: National Site Network sites relevant to Aberdeen

	National sites	Effect on aquatic environment	Effect on mobile species	Vulnerable to recreational pressure	Affected by increase in amount of development	Effect on supporting coastal habitats
1	River Dee SAC	√		√	√	
2	Ythan Estuary, Sands of Forvie and Meikle Loch SPA	√	√	√	√	√
3	Loch of Skene SPA		√		√	
4	Moray Firth SPA	√	√	√	√	
5	Berwickshire and North Northumberland Coast SAC		√			
6	Isle of May SAC		√			
7	Montrose Basin SPA		√	√		
8	Fowlsheugh SPA		√			

3.1 Description of National Site Network sites

In Table 3.2, these sites are described and analysed in terms of their conservation objectives, qualifying interests, the conditions of the sites, factors influencing the sites and their vulnerability to changes.

Table 3.2: Description of National Site Network sites

Site	Conservation Objectives	Qualifying Interest	Assessed Condition of Site	Vulnerability to change
<p>1. River Dee SAC (2334.48 ha) designated on 17/03/2005</p>	<p>To avoid deterioration of the habitats of the qualifying species, or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained, and the site makes an appropriate contribution to achieving favourable conservation status for each of the qualifying features; and To ensure for the qualifying species that the following are maintained in the long term:</p> <ul style="list-style-type: none"> • Population of the species, including range of genetic types for salmon, as a viable component of the site • Distribution of the species within the site • Distribution and extent of habitats supporting the species • Structure, function and 	<p>Atlantic salmon (Salmo Salar) (10/09/2004)</p> <p>Otter (Lutra Lutra) (10/09/2004)</p> <p>Freshwater pearl mussel (Margaritifera Margaritifera) (07/08/2003)</p>	<p>Favourable Maintained (21/07/2011)</p> <p>Favourable Declining (06/10/2012)</p> <p>Unfavourable No change (07/08/2003)</p>	<p>Vulnerable to construction related pollution, particularly from fine sediment and increasing pressure due to cumulative increases in water abstraction.</p> <p>Declines of Fresh Water Pearl Mussels have been linked to diffuse and point source pollution, degraded habitat and pearl fishing and it is likely that a combination of these factors were collectively responsible for the population's unfavourable status within the River Dee. RBMP supporting document on River Dee identified abstraction as a potential contributing factor. The site is vulnerable to river engineering works, flood defences and changes in its wider catchment.</p>

	<p>supporting processes of habitats supporting the species</p> <ul style="list-style-type: none"> • No significant disturbance of the species • Distribution and viability of freshwater pearl mussel host species • Structure, function and supporting processes of habitats supporting freshwater pearl mussel host species. 			
<p>2. Ythan Estuary, Sands of Forvie and Meikle Loch SPA (7062.03 ha) designated on 03/12/2020</p>	<p>To avoid deterioration of the habitats of the qualifying species or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained and To ensure for the qualifying habitat that the following are maintained in the long term:</p> <ul style="list-style-type: none"> • Population of the species as a viable component of the site • Distribution of the 	<p>Little Tern, breeding (Sterna Albifrons)</p> <p>Sandwich Tern, breeding (Sterna Sandvicensis)</p> <p>Lapwing, non-breeding (Vanellus Vanellus)</p> <p>Eider, non-breeding (Somateria Mollissima)</p> <p>Redshank, non-breeding (Tringa Tetanus)</p>	<p>Favourable Maintained (01/08/2012)</p> <p>Favourable Maintained (01/08/2012)</p> <p>Favourable Maintained (18/08/2012)</p> <p>Favourable Declining (21/08/2012)</p> <p>Favourable Maintained (19/10/2012)</p>	<p>The site is influenced by tourism, leisure developments, onshore wind, micro renewables and other developments. Terns are considered to be sensitive to disturbance created by construction activity. Vulnerable to effects of eutrophication on the estuary and its flora and fauna. Key issues include species and habitat disturbance, predation, recreational impacts and eutrophication. New</p>

	<p>species within site</p> <ul style="list-style-type: none"> • Distribution and extent of habitats supporting the species • Structure, function and supporting processes of habitats supporting the species • No significant disturbance of the species • Make an appropriate contribution to achieving the aims of the Birds Directive for each of the qualifying species. 	<p>Common Tern, breeding (Sterna Hirundo)</p> <p>Pink-footed Goose, non-breeding (Anser Brachyrhynchus)</p> <p>Waterfowl assemblage non-breeding</p>	<p>Unfavourable No change (01/08/2012)</p> <p>Favourable Maintained (06/11/2012)</p> <p>Favourable Maintained (19/10/2012)</p>	<p>developments within port and harbour limits pose a risk to the conservation objectives because of the sensitivities of terns to disturbance.</p> <p>The SPA covers a complex area of sand dunes, shingle, saltmarsh, mudflats, sandbanks and other coastal habitats. The Ythan itself has a long, narrow estuary with the Sands of Forvie lying on the north bank. The SPA encompasses the marine waters within three kilometres of the coast stretching from Aberdeen harbour northwards to Cruden Bay. These are relatively shallow, with sandy sediments dominating the seabed. The seas off this coastline support a wide diversity of fish species.</p> <p>Sandwich Tern and Little Tern nest in the dune systems at the Sands of Forvie and on the beach at</p>
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				the mouth of the Ythan. The estuary and adjacent coastal waters close to their nesting grounds provide important feeding grounds for these breeding populations.
3. Loch of Skene SPA (121.76 ha) designated on 01/10/1986	<p>To avoid deterioration of the habitats of the qualifying species or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained; and</p> <p>To ensure for the qualifying species that the following are maintained in the long term:</p> <ul style="list-style-type: none"> • Population of the species as a viable component of the site • Distribution of the species within site • Distribution and extent of habitats supporting the species • Structure, function and supporting processes of habitats supporting the species 	<p>Greylag Goose, non-breeding (Anser Anser)</p> <p>Goosander, non-breeding (Mergus Merganser)</p> <p>Goldeneye, non-breeding (Bucephala Clangula)</p>	<p>Unfavourable Declining (01/03/2014)</p> <p>Unfavourable Declining (01/03/2014)</p> <p>Favourable Maintained (01/03/2014)</p>	<p>The site has been subject to onshore wind and housing development applications. Loch subject to sailing activities, sports fishing and wildfowling. Key issues include potential for increased or redistributed human population, increasing recreational pressure on the SPA itself and loss of land used by geese to forage/roost</p>

	<ul style="list-style-type: none"> No significant disturbance of the species 			
<p>4. Moray Firth SAC (151273.98 ha) designated on 17/03/2005</p>	<p>To avoid deterioration of the qualifying habitat thus ensuring that the integrity of the site is maintained, and the site makes an appropriate contribution to achieving favourable conservation status for each of the qualifying features; and</p> <p>To ensure for the qualifying habitat that the following are maintained in the long term:</p> <ul style="list-style-type: none"> Extent of the habitat on site Distribution of the habitat within site Structure and function of the habitat Processes supporting the habitat Distribution of typical species of the habitat Viability of typical species as components of the habitat 	<p>Subtidal sandbanks</p> <p>Bottlenose Dolphin (Tursiops Truncatus)</p>	<p>Favourable Maintained (12/08/2004)</p> <p>Favourable Recovered (21/09/2016)</p>	<p>Bottlenose dolphin are vulnerable to disturbance, harassment, contamination, reduction of food availability, traumatic death and injury.</p> <p>Accreditation scheme is used for dolphin-watching cruise boats. There are codes of conduct for recreational pleasure craft. A strategy for dumping and dredging activities is also being developed to address these very localised activities adjacent to the coastline.</p> <p>Can be affected by coastal or marine developments generating significant underwater noise. Bottlenose dolphins occur regularly in Aberdeen harbour and along the coast. Piling activities can take place for onshore as well as offshore works and</p>

	<ul style="list-style-type: none"> No significant disturbance of typical species of the habitat 			generate underwater noise. Underwater noise is a significant issue for Aberdeen harbour expansion project (mainly from blasting), currently under construction
5. Berwickshire and North Northumberland Coast SAC (65226.12ha) designated on 17/03/2005	<p>To avoid deterioration of the habitats of the qualifying species or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained; and To ensure for the qualifying species that the following are maintained in the long term:</p> <ul style="list-style-type: none"> Population of the species as a viable component of the site Distribution of the species within site Distribution and extent of habitats supporting the species Structure, function and supporting processes of habitats supporting the species 	Grey Seal (Halichoerus Grypus)	Favourable Maintained (12/08/2004)	Seal telemetry analysis has shown that grey seals tagged at the Isle of May and Berwickshire SACs have used Nigg Bay. The degree of connectivity between the development area and protected sites is only of a sufficient level to warrant further assessment of the Isle of May population.

	<ul style="list-style-type: none"> No significant disturbance of the species 			
<p>6. Isle of May SAC (356.64ha) designated on 17/03/2005</p>	<p>To avoid deterioration of the habitats of the qualifying species or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained; and To ensure for the qualifying species that the following are maintained in the long term:</p> <ul style="list-style-type: none"> Population of the species as a viable component of the site Distribution of the species within site Distribution and extent of habitats supporting the species Structure, function and supporting processes of habitats supporting the species No significant disturbance of the species 	<p>Grey Seal (Halichoerus Grypus)</p>	<p>Favourable Maintained (12/08/2004)</p>	<p>Seal telemetry analysis has shown that grey seals tagged at the Isle of May and Berwickshire SACs have used Nigg Bay. The degree of connectivity between the development area and protected sites is only of a sufficient level to warrant further assessment of the Isle of May population.</p> <p>Potential impacts to consider were subacoustic noise from construction with potential to result in disturbance, injury and death; vessel movements causing disturbance and possible risk of injury from collision; reduced water quality could be harmful to Seals or impair foraging; impacts to prey species.</p>

<p>7. Montrose Basin SPA (981.19ha) designated on 03/02/1995</p>	<p>To avoid deterioration of the habitats of the qualifying species or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained; and To ensure for the qualifying species that the following are maintained in the long term:</p> <ul style="list-style-type: none"> • Population of the species as a viable component of the site • Distribution of the species within site • Distribution and extent of habitats supporting the species • Structure, function and supporting processes of habitats supporting the species • No significant disturbance of the species 	<p>Dunlin (Calidris Alpina Alpina)</p> <p>Eider (Somateria Mollissima)</p> <p>Greylag Goose (Anser Anser)</p> <p>Knot (Calidris Canutus)</p> <p>Oystercatcher (Haematopus Ostralegus)</p> <p>Pink-footed Goose (Anser Brachyrhynchus)</p> <p>Redshank (Tringa Tetanus)</p> <p>Wigeon (Anas Penelope)</p> <p>Shelduck (Tadoma Tadorna)</p> <p>Waterfowl assemblage</p>	<p>Not Assessed</p> <p>Favourable Declining (31/03/2008)</p> <p>Unfavourable No change (31/03/2008)</p> <p>Unfavourable Declining (01/03/2014)</p> <p>Favourable Maintained (31/03/2008)</p> <p>Favourable Maintained (01/03/2014)</p> <p>Favourable Maintained (01/03/2014)</p> <p>Favourable Maintained (31/03/2008)</p> <p>Not Assessed</p> <p>Favourable Maintained (01/03/2014)</p>	<p>Montrose Basin, at the mouth of the River South Esk, is one of the finest examples of an enclosed estuarine basin in the UK. It is shallow and drains almost completely at low water, exposing a large area of mud and sand flats. 88% of the basin is inter-tidal.</p> <p>Current factors causing loss or decline include – land claim and development; climate change and consequent sea level rise; nutrient enrichment from farmland and waste effluent; marine pollution; human disturbance; bait digging; introduction of non-native species; maintenance dredging; shipping accidents; beam trawlers and scallop dredgers; waste tipping and laying of cable and pipelines.</p> <p>Key issues include effects of development on mobile species, impact on water</p>
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				quality, fishing, pollution, recreational activities and marine water pollution.
8. Fowlsheugh SPA (1303.23ha) designated on 25/09/2009	<p>To avoid deterioration of the habitats of the qualifying species or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained; and</p> <p>To ensure for the qualifying species that the following are maintained in the long term:</p> <ul style="list-style-type: none"> • Population of the species as a viable component of the site • Distribution of the species within site • Distribution and extent of habitats supporting the species • Structure, function and supporting processes of habitats supporting the species • No significant disturbance of the species 	<p>Fulmar (Fulmaris Glacialis)</p> <p>Guillemot (Uria Aalge)</p> <p>Herring Gull (Larus Argentatus)</p> <p>Kittiwake (Rissa Tridactyla)</p> <p>Razorbill (Alca Torda)</p> <p>Seabird assemblage</p>	<p>Favourable Maintained (18/06/1999)</p> <p>Favourable Maintained (11/06/1999)</p> <p>Unfavourable Declining (18/06/1999)</p> <p>Favourable Maintained (11/06/1999)</p> <p>Favourable Maintained (11/06/1999)</p> <p>Favourable Maintained (18/06/1999)</p>	<p>There are no significant threats to the interest at present, but it faces long term threats from fisheries and climate change.</p> <p>The site is managed as a nature reserve by the present owners, the RSPB, who have upgraded the public footpath which runs along the clifftop for the benefit of visitors to the colony and provided information boards.</p> <p>The reserve is managed for the benefit of seabird conservation, providing a focus for marine policy initiatives and supplying population data, enhancing visitor experience whilst prioritising the welfare of the birds.</p>

				Summary of Key Issues includes potential tourism impacts, maintenance of visitor numbers and effects of development on mobile species
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4 Screening

The first stage of the HRA process is screening, the aim of which is to determine whether any part of the LTS, either individually or in combination with other plans or projects, is likely to have a significant effect on any of the National Site Network sites listed in Table 3.2. In doing so, those aspects of the plan which would be unlikely to have a significant effects are eliminated from further consideration.

4.1 Screening the Objectives

Aspects of the Strategy can be screened out on the basis of the following considerations:

- They are general policy statements;
- It is not possible to identify effects on any particular National Site Network site because proposals are too general;
- Projects are referred to in, but not proposed by, the LTS;
- They are elements of the LTS that are intended to protect the natural environment,
- They are elements of the LTS which will not in themselves lead to development or other change;
- They are elements of the LTS which make provision for change, but which could have no conceivable effect because of the absence of a link or pathway between the plan and National Site Network sites;
- They are elements of the LTS which make provision for change, but effects are likely to minimal; or
- They are elements of a plan that could have no likely significant effect on a site, alone or in combination with other aspects of the same plan, or with other plans or projects

Table 4.1 comprises the first part of the screening process whereby proposed policies and sites are screened in or out of the assessment with reference to the above considerations.

Table 4.1: Screening Vision, Objectives and Policies

Vision, Objectives and Policies	PPS likely to have significant effects	General policy statements	Projects not generated by this PPS	Protective, enhancement and conservation policies	Does not generate development and change	Provision of change with no link or pathway to qualifying features	Provision of change with no or minimal effects	Too general nature of PPS with no information on where, how, or when of implementation	Screen In/Out
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		X		X				X	Out
TPO1 – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen		X		X				X	Out
TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare		X		X				X	Out
TPO3 - Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users.		X						X	Out
TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.		X						X	Out
TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive		X						X	Out
TPO6 - Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather		X						X	Out
TPO7 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.		X						X	Out

TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen		X						X	Out
Policy 1: Climate Change Mitigation and Adaption						X		X	Out
Policy 2: Air Quality				X				X	Out
Policy 3: Noise Quality				X					Out
Policy 4: Reducing the Need to Travel		X						X	Out
Policy 5: Walking and Wheeling	X								In
Policy 6: Cycling	X								In
Policy 7: Bus								X	Out
Policy 8: Aberdeen Rapid Transit								X	Out
Policy 9: Park and Ride								X	Out
Policy 10: Strategic Rail Network						X		X	Out
Policy 11: Community and Demand Responsive Transport						X			Out
Policy 12: Coaches						X			Out
Policy 13: Taxis and Private Hire Vehicles						X			Out
Policy 14: Car Sharing					X				Out
Policy 15: Car Clubs						X			Out
Policy 16: Powered Two Wheelers						X			Out
Policy 17: Zero Emission Vehicles				X		X			Out
Policy 18: Parking						X			Out
Policy 19: Demand Management		X						X	Out
Policy 20: Road Improvements								X	Out
Policy 21: Trunk Road Network			X						Out
Policy 22: Aberdeen Western Peripheral Route (AWPR)		X	X					X	Out
Policy 23: Shipping and Ferry Services			X						Out
Policy 24: Air Services			X			X		X	Out
Policy 25: Freight			X						Out
Policy 26: Travel Awareness and Information							X		Out
Policy 27: Land Use Planning								X	Out
Policy 28: Travel Plans						X			Out

Policy 29: City Centre and Beach		X		X					Out
Policy 30: Biodiversity and Green Space				X					Out
Policy 31: Traffic Management and Road Safety							X	X	Out
Policy 32: Enforcement						X	X		Out
Policy 33: School Travel and Young People							X		Out
Policy 34: New Technologies and Initiatives		X						X	Out
Policy 35: Intelligent Transport Systems (ITS)						X			Out
Policy 36: Road, Carriageway and Footway Maintenance								X	Out
Policy 37: Winter Maintenance								X	Out
Policy 38: Structures								X	Out
Policy 39: Resilience	X								In
Policy 40: Lighting				X					Out

4.2 Screening for LSE on National Site Network Sites

In the next stage of the process, those objectives that have been screened in are subject to a second round of screening. This stage also considers in-combination effects, both with other elements of the LTS (including aspects already screened out) and with other PPS already approved by Aberdeen City Council or other neighbouring local authorities. Taking this information into account, a conclusion is reached as to whether or not these objectives will have a Likely Significant Effect (LSE) on any National Site Network site. Those judged to have no LSE are eliminated from the assessment, while those that will have LSE proceed to the next stage of the assessment.

4.3 Risk of LSE

Table 4.2 summarises the assessment undertaken to ascertain whether any of the screened in policies will have an LSE on any National Site Network site, either individually or in-combination with other objectives or PPSs.

Table 4.2 Risk of LSE from LTS Objectives

	Policies		
	5: Walking and Wheeling	6: Cycling	39: Resilience
River Dee SAC	D, RI, EoN, EoP – Any improvements or additions to the walking and wheeling environment around the River Dee could lead to an increased recreational impact and disturbance to the qualifying features. Construction activities in the vicinity of the river could also lead to disturbance to species resulting from noise, vibration and pollution	D, RI, EoN, EoP – Any improvements or additions to the cycling environment around the River Dee could lead to an increased recreational impact and disturbance to the qualifying features. Construction activities in the vicinity of the river could also lead to disturbance to species resulting from noise, vibration and pollution	D, EoP, EoN – Implementation of engineering measures to alleviate flood risk in the vicinity of the River Dee could lead to disturbance to the qualifying features of the SAC resulting from a temporary increase in noise and vibration and potential pollution
Ythan Estuary, Sands of Forvie and Meikle Loch SPA	D, RI, EoN, EoP – Any improvements or additions to the walking and wheeling environment around the Ythan Estuary, Sands of Forvie and Meikle Loch could lead to an increased recreational	D, RI, EoN, EoP – Any improvements or additions to the cycling environment around the Ythan Estuary, Sands of Forvie and Meikle Loch could lead to an increased recreational impact and disturbance	No impact

	<p>impact and disturbance to the qualifying features. Construction activities in the vicinity of these areas could also lead to disturbance to species resulting from noise, vibration and pollution</p>	<p>to the qualifying features. Construction activities in the vicinity of these areas could also lead to disturbance to species resulting from noise, vibration and pollution</p>	
Loch of Skene SPA	<p>D, RI, EoN, EoP – Any addition to the walking and wheeling environment around the Loch of Skene could lead to an increased recreational impact and disturbance to the qualifying features. Construction activities in the vicinity of the Loch could also lead to disturbance to species resulting from noise, vibration and pollution</p>	<p>D, RI, EoN, EoP – Any addition to the cycling environment around the Loch of Skene could lead to an increased recreational impact and disturbance to the qualifying features. Construction activities in the vicinity of the Loch could also lead to disturbance to species resulting from noise, vibration and pollution</p>	
Moray Firth SPA	<p>No impact</p>	<p>No impact</p>	<p>D, EoP, EoN - Implementation of engineering measures to alleviate flood risk around the coast could lead to disturbance of the</p>

			qualifying features of the SAC resulting from noise, vibration and potential pollution
Berwickshire and North Northumberland Coast SAC	No impact	No impact	D, EoP, EoN - Implementation of engineering measures to alleviate flood risk around the coast could lead to disturbance of the qualifying features of the SAC resulting from noise, vibration and potential pollution
Isle of May SAC	No impact	No impact	No impact
Montrose Basin SPA	D, RI, EoN, EoP – Any addition to the walking and wheeling environment around the Montrose Basin could lead to an increased recreational impact and disturbance to the qualifying features. Construction activities in the vicinity of the	D, RI, EoN, EoP – Any addition to the cycling environment around the Montrose Basin could lead to an increased recreational impact and disturbance to the qualifying features. Construction activities in the vicinity of the Basin could also lead to	D, EoP, EoN - Implementation of engineering measures to alleviate flood risk around the basin could lead to disturbance of the qualifying features of the SAC resulting from

		Basin could also lead to disturbance to species resulting from noise, vibration and pollution	disturbance to species resulting from noise, vibration and pollution	noise, vibration and potential pollution
Fowlsheugh SPA		D, RI, EoN, EoP – Any addition to the walking and wheeling environment around Fowlsheugh could lead to an increased recreational impact and disturbance to the qualifying features. Construction activities in the vicinity of the site could also lead to disturbance to species resulting from noise, vibration and pollution	D, RI, EoN, EoP – Any addition to the cycling environment around Fowlsheugh could lead to an increased recreational impact and disturbance to the qualifying features. Construction activities in the vicinity of the site could also lead to disturbance to species resulting from noise, vibration and pollution	No impact
In-Combination Effects		Plans and Policies listed in Appendices 1 and 2.	Plans and Policies listed in Appendices 1 and 2.	Plans and Policies listed in Appendices 1-3
Risk of LSE		Yes	Yes	Yes
Key	HL – Habitat Loss D- Disturbance RI – Recreational Impact EoP – Effects of Pollution EoN – Effects of Noise			

4.4 Summary of Screening and Mitigation Applied

The second screening exercise undertaken on the screened in objectives has therefore identified that there remains a risk of significant adverse effects on all of the National Site Network sites described above, either alone or in combination with other objectives and PPSs, should these objectives and their accompanying actions be implemented.

In terms of the Moray Firth SAC, these effects relate to potential disturbance to bottlenose dolphins resulting from a proposed increase in freight shipping in the North Sea, and any potential flood defences to be installed along the coastline.

With regard to the Berwickshire and North Northumberland Coast SAC, the effects relate to potential disturbance to Grey Seals resulting from any potential flood defences to be installed along the coastline.

In relation to the Isle of May SAC, these effects also relate to potential disturbance to Grey Seals, but in this case, it would be resulting from a proposed increase in freight shipping in the North Sea,

Regarding the River Dee SAC and Montrose Basin SPA, the effects largely relate to potential construction and maintenance activities in the vicinity of the site which could cause disturbance to the qualifying features by increasing noise and vibration while works are taking place. Such activities could also potentially lead to pollution of the site.

Finally, in terms of the Ythan Estuary, Sands of Forvie and Meikle Loch SPA, Loch of Skene SPA and the Fowlsheugh SPA, the effects largely relate to the potential for increased recreational impact causing disturbance to the qualifying features. In addition, the potential for construction and maintenance activities in the vicinity of the site could also cause disturbance to the qualifying features by increasing noise and vibration while works are taking place.

Aberdeen City Council is therefore obliged either to amend the LTS or incorporate mitigation measures to ensure that the integrity of the SACs is not adversely affected.

In mitigating the effects of the Strategy, choices can be made from the following alternatives:

- Deleting the proposal or policy that may cause the LSE;
- Changing the nature or type of a potentially damaging proposal;
- Reducing the scale of the potentially damaging provision;
- Relocating or altering the spatial distribution of the potentially damaging provision;
- Phasing or timing of a proposal so that its possible effects can be adequately managed over time;
- Programming a proposal so that it is dependent on key infrastructure provision or upgrading;

- Requiring buffer zones to be put in place; and
- Requiring lower tier plans to undertake HRAs, SEAs (Strategic Environmental Assessments) or EIAs (Environmental Impact Assessments).

A summary of the mitigation measures proposed for those objectives and actions still judged as having an LSE is provided in Table 4.3 below.

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Table 4.3 Initial Mitigation

Aspects of LTS likely to have significant effects	Nature of LSE	Mitigation measures	Any persisting risk of LSE?
5: Walking and Wheeling	River Dee – D, RI Ythan Estuary, Sands of Forvie and Meikle Loch – D, RI Loch of Skene – D, RI Montrose Basin – D, RI Fowlsheugh – D, RI	We cannot delete the policy, change its nature or reduce its scale as promoting active travel is at the heart of the LTS and will bring many other necessary benefits, including environmental benefits (improved air quality, fewer carbon emissions). The following mitigation measures will therefore apply: <ul style="list-style-type: none"> • Development of active travel routes in the vicinity of these sites will be phased to ensure that effects can be adequately managed over time; • Soft, rather than hard, engineering measures will be pursued wherever feasible and appropriate; • Buffer strips will be put in place; and • Any major projects in the vicinity of these sites will be subject to their own assessment (HRA/EIA) to ensure effects are fully mitigated. 	No
6: Cycling	River Dee – D, RI Ythan Estuary, Sands of Forvie and Meikle Loch – D, RI Loch of Skene	We cannot delete the policy, change its nature or reduce its scale as promoting active travel is at the heart of the LTS and will bring many other necessary benefits, including environmental benefits (improved air quality, fewer carbon emissions). The following mitigation measures will therefore apply: <ul style="list-style-type: none"> • Development of active travel routes in the vicinity of these sites will be phased to ensure that effects can be adequately managed over time; • Soft, rather than hard, engineering measures will be pursued wherever 	No

	<p>– D, RI</p> <p>Montrose Basin – D, RI</p> <p>Fowlsheugh – D, RI</p>	<p>feasible and appropriate;</p> <ul style="list-style-type: none"> • Buffer strips will be put in place; and • Any major projects in the vicinity of these sites Dee will be subject to their own assessment (HRA/EIA) to ensure effects are fully mitigated. 	
39: Resilience	<p>River Dee SAC – D, EoP, EoN</p> <p>Moray Firth SAC - D, EoP, EoN</p> <p>Berwickshire and north Northumberland Coast SAC – D, EoP, EoN</p> <p>Montrose Basin – D, EoP, EoN</p>	<p>We cannot delete the policy, change its nature or reduce the scale as robust flood defences are essential for ensuring the safety of the travelling public and for the protection of our material assets.</p> <p>The following mitigation measures will therefore apply:</p> <ul style="list-style-type: none"> • Works will be phased so that effects can be adequately managed over time; • Soft, rather than hard, engineering measures will be pursued wherever feasible and appropriate; • Buffer strips will be provided; and • Major projects will be subject to their own assessment (HRA/EIA) to ensure effects are fully mitigated. 	No

5 Conclusion

Following the screening of the Aberdeen Local Transport Strategy 2023-2030 and the application of mitigation measures, we can conclude that the LTS is not likely to have a significant effect on any of the National Site Network sites listed in this assessment, either alone or in combination with other aspects of the same plan or other plans or projects. No further appropriate assessment will be undertaken.

Appendices

Appendix 1 – Plans and Projects with In-Combination Effects on the National Site Network Sites

- Aberdeen City and Shire Strategic Development Plan
- Aberdeen Local Development Plan
- Aberdeenshire Local Development Plan
- Moray Development Plan
- Nestrans Regional Transport Strategy
- Aberdeen Core Paths Plan
- Aberdeen Western Peripheral Route
- Aberdeen Offshore Windfarm
- Nigg Bay (Harbour) Development Framework

Appendix 2 – All Policies with Potential In-Combination Effects on the River Dee SAC

- Policy 5: Walking and Wheeling
- Policy 6: Cycling
- Policy 8: Aberdeen Rapid Transit
- Policy 10: Strategic Rail Network
- Policy 20: Road Improvements
- Policy 21: Trunk Road Network
- Policy 22: Aberdeen Western Peripheral Route
- Policy 36: Road Carriageway and Footway Maintenance
- Policy 37: Winter Maintenance
- Policy 38: Structures
- Policy 39: Resilience

Appendix 3 – All Policies with Potential In-combination Effects on the Ythan Estuary, Sands of Forvie and Meikle Loch SPA

- Policy 5: Walking and Wheeling
- Policy 6: Cycling

Appendix 4 – All Policies with Potential In-combination Effects on the Loch of Skene SPA

- Policy 5: Walking and Wheeling
- Policy 6: Cycling
- Policy 27: Land use Planning

Appendix 5 – All Policies with Potential In-combination Effects on the Moray Firth SAC

- Policy 23: Shipping and Ferry Services
- Policy 25: Freight
- Policy 39: Resilience

Appendix 6 – All Policies with Potential In-combination Effects on the Berwickshire and North Northumberland Coast SAC

- Policy 23: Shipping and Ferry Services
- Policy 25: Freight
- Policy 39: Resilience

Appendix 7 – All Policies with Potential In-combination Effects on the Isle of May SAC

- Policy 23: Shipping and Ferry Services
- Policy 25: Freight

Appendix 8 – All Policies with Potential In-combination Effects on the Montrose Basin SAC

- Policy 5: Walking and Wheeling
- Policy 6: Cycling
- Policy 20: Road Improvements
- Policy 23: Shipping and Ferry Services
- Policy 25: Freight
- Policy 27: Land use Planning
- Policy 36: Road Carriageway and Footway Maintenance
- Policy 38: Structures
- Policy 39: Resilience

Appendix 9 – All Policies with Potential In-combination Effects on the Fowlsheugh SPA

- Policy 5: Walking and Wheeling
- Policy 6: Cycling
- Policy 20: Road Improvements
- Policy 27: Land use Planning
- Policy 36: Road Carriageway and Footway Maintenance