

SEA SCOPING REPORT – COVER NOTE

PART 1

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

PART 2

An SEA Scoping Report is attached for the plan, programme or strategy (PPS) entitled:

Regional Transport Strategy 2040

The Responsible Authority is:

Nestrans

PART 3

Please tick the appropriate box

- The PPS falls under the scope of Section 5(3) of the Act and requires an SEA under the Environmental Assessment (Scotland) Act 2005. ***or***
- The PPS falls under the scope of Section 5(4) of the Act and requires an SEA under the Environmental Assessment (Scotland) Act 2005. ***or***
- The PPS does not require an SEA under the Environmental Assessment (Scotland) Act 2005. However we wish to carry out an SEA on a voluntary basis. We accept that, as this SEA is voluntary, the statutory 5 week timescale for views from the Consultation Authorities cannot be guaranteed.

SEA SCOPING REPORT – COVER NOTE

PART 4

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PART 5

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Date

1 INTRODUCTION

Nestrans is the Regional Transport Partnership for Aberdeen City and Aberdeenshire.

Nestrans' purpose is to develop and deliver a long-term Regional Transport Strategy and take forward strategic transport improvements that support and improve the economy, environment and quality of life across Aberdeen City and Shire. The current Regional Transport Strategy was approved in 2008 and a refresh conducted in 2013. Since then many of the projects and plans within the RTS have been completed and a lot of major transport infrastructure has been built or is currently under construction. As such, the current RTS needs to be renewed to take stock of what has happened and been built since 2013 and how transport may look in the region in the future.

In November 2016, the UK Government, Scottish Government, Aberdeen City Council and Aberdeenshire Council agreed and signed a City Region Deal (CRD) for the Aberdeen City Region.

The 10-year deal paves the way for investment in innovation, internationalisation, digital connectivity and infrastructure across the region, and encompasses a range of projects, including support for a Strategic Transport Appraisal. The Strategic Transport Appraisal (STA) is perceived as complementary to the Regional Transport Strategy, which is the focus of this Scoping Report.

The STA takes a long-term view of the transport implications of the investment unlocked by the CRD across all modes of transport, supporting decision-making regarding the prioritisation of future transport investment in the region. It will form the basis of projects for the next Regional Transport Strategy (RTS) for Aberdeen City and Aberdeenshire and inform regional investment plans for transport infrastructure, as well as national strategies and programmes of work. For these reasons, it is recommended that the Appraisal is also subject to this Strategic Environmental Assessment (SEA). Given the interrelationships between the STA and the RTS and their joint transport planning objectives, they are Scoped together in this document, although are likely to be subject to separate Environmental Reports.

In accordance with Section 15 of the Environmental Assessment (Scotland) Act 2005, this Scoping Report has been prepared to set out sufficient information on the proposed STA and RTS to enable the Consultation Authorities to form a view on the length of consultation period required on, and the scope and level of detail that will be appropriate for, the accompanying Environmental Report(s).

Following this introduction:

- Section 2 contains key facts about the STA and RTS;
- Section 3 describes the context in which the STA and RTS are being developed;
- Section 4 describes the assessment framework that will be used within the Environmental Report(s), identifying the scope of, and level of detail required within the Report(s), including the scoping in and out of SEA issues, the identification of SEA objectives, mitigation measures and monitoring strategy; and
- Section 5 outlines the next steps to be followed in the SEA process.

1 KEY FACTS

The key facts relating to the RTS and STA are set out below:

Table 1: Key Facts

Name of Responsible Authority	Nestrans
Title of PPS	Regional Transport Strategy (RTS) 2040
What prompted the PPS (e.g. legislative, regulatory or administrative provision)	Transport in the North East of Scotland has changed with the opening of the Aberdeen Western Peripheral Route and the changes and the improvements to the Railway network and services. Many of the transport projects in the current Regional Transport Strategy have been implemented and now is the time to embark upon a new vision and strategy for Transport in the North East of Scotland. As well as this; The UK Government, Scottish Government, Aberdeen City Council, Aberdeenshire Council and Opportunity North East (ONE) have signed a City Region Deal to help facilitate the continued economic prosperity of the Aberdeen City Region. One of strands of the CRD is a Strategic Transport Appraisal, an outcome of which will be a programme of recommended transport interventions.
Subject (e.g. transport)	Transport
Period covered by PPS	2019-2040
Frequency of updates	The RTS is looking to a 2040 vision for transport in the region. The Strategic Transport Appraisal (STA) takes a 20 year view of the transport needs of the region. It is likely that the RTS will be refreshed after approximately 5 years.
Area covered by PPS	The north east of Scotland, encompassing the local authority areas of Aberdeen City and Aberdeenshire.
Purpose and/or objectives of PPS	The RTS identifies policies and strategies to improve transport and travel. The STA seeks to identify transport interventions that have potential to facilitate regional economic growth and diversification.
Contact point	Kelly Wiltshire Transport Executive Nestrans Archibald Simpson House 27-29 King Street Aberdeen AB24 5AA

1.1 Aberdeen City Region Deal and the STA

The Aberdeen City Region Deal Agreement identifies the following aims for the CRD:

- Developing world class innovation in the oil and gas sector;
- Improving connectivity;
- Increasing trade and investment; and
- Supporting the expansion of Aberdeen Harbour.

The STA supports each of these, although most directly fits with the aim of improving connectivity. Key areas to be addressed, fitting with the goals of the CRD, will be:

- Facilitating opportunities for future economic growth;
- Ensuring that key gateways into Aberdeen work effectively and efficiently;
- Facilitating the Aberdeen City Centre Masterplan (CCMP);
- Addressing the performance of key radial routes;
- Providing effective and safe links on key regional corridors, for example the A90 North, A947, A96, A944, A93 and A90 South;
- Providing effective transport connections to accommodate strategic housing growth; and
- Ensuring the key hubs of the city region transport network facilitate economic growth.

The Appraisal is being undertaken in accordance with Scottish Transport Appraisal Guidance (STAG) which encompasses:

- Initial Appraisal – Making the Case for Change
 - A thorough review of the cross-modal problems and opportunities with strategic transport provision in Aberdeen City and Aberdeenshire;
 - Analysis of the implications of these problems and opportunities on the continued growth and prosperity of the region;
 - Identification of key themes around which to structure subsequent appraisal effort;
 - Development and refinement of transport planning objectives (TPOs) for the future operation of the transport network to guide subsequent appraisal, in response to the problems and opportunities identified;
 - Development of a long list of transport interventions that have potential to achieve the TPOs and overcome the identified problems; and
 - Initial sifting of these options to determine those most likely to contribute to achieving TPOs and therefore worthy of further Appraisal.
- Preliminary Options Appraisal
 - Qualitative multi-criteria appraisal (STAG Part 1 Appraisal) of sifted options against the TPOs, STAG criteria (Environment, Safety, Economy, Integration, Accessibility and Social Inclusion), established policy directives, feasibility, affordability and public acceptability;
 - Identification of those options performing most favourably against the above criteria and therefore worthy of being carried forward for Detailed Appraisal; and
 - As appropriate, preliminary development of options to enable detailed appraisal of their impacts to be undertaken.

➤ Detailed Options Appraisal

- Detailed quantitative appraisal (STAG Part 2 Appraisal) of remaining options against the TPOs, the STAG criteria, cost to government and risk and uncertainty;
- Identification of those options performing most favourably and which are therefore recommended for implementation based on their ability to facilitate the continued growth and prosperity of the region and to contribute towards meeting the economic aspirations of the CRD; and
- As appropriate, further business case development to enable progression of key strategic interventions.

In 2017, consultants Jacobs were appointed to undertake the primary elements of Initial Appraisal, identifying problems and opportunities with current strategic transport provision in the region, looking in particular at the relationship between connectivity, accessibility, economic performance and land use development.

Following wide-ranging stakeholder and public engagement exercises (including structured interviews with key individuals, stakeholder workshops and public and community group surveys), the following Transport Planning Objectives were identified and subsequently agreed by appropriate Committees of the Councils and at the Nestrans Board at its meeting of 20 June 2018:

- **TPO 1: Increase access to a sustainable transport system for all, recognising specific needs of disadvantaged and vulnerable users**
Focus is on alleviating the problems and addressing the opportunities related to access to and the sustainability of the Aberdeen City Region transport system as a whole. The transport system includes the road, rail, and active travel networks and the various services (including bus, rail, taxi and freight) that operate on them. All users are included with particular recognition given to disadvantaged and vulnerable users to both improve access to potential employment and key services, and ultimately their quality of life.
- **TPO 2: Reduce the business costs of transport for all sectors of the economy to realise the aspirations of the Regional Economic Strategy**
Focus is on improving the competitiveness of businesses in the region, which is a key aspiration of the Regional Economic Strategy. The objective should be one that promotes the local economy by improving connectivity to the transport network for businesses to efficiently and effectively access key markets. Additionally, a focus will be on addressing key problems such as transport related costs, long journey times and journey time reliability.
- **TPO 3: Reduce the adverse impacts of transport on public health and the natural and built environment.** Focus is on alleviating transport related problems that adversely impact upon the quality of life in the region, including vehicle emissions and accidents, whilst maintaining and enhancing the high quality of the natural and built environment, which is a key factor attracting a

skilled workforce and tourism to the region. This will encompass opportunities linked to new technologies and initiatives, such as electric/hydrogen vehicles and Mobility as a Service.

- **TPO 4: Improve the integration of transport and land use to reduce the need to travel by private car** Focus is on addressing problems that act as barriers to linking employment, retail / leisure and residential areas with a sustainable, connected public transport and active travel network, to reduce the need to travel by private car. Additionally, a focus will be on creating a high quality digital network to reduce the need for travel.
- **TPO 5: Improve the relative competitiveness of public transport compared to the private car** Focus is on addressing problems and opportunities in relation to the perception that public transport is not currently a desirable alternative to the private car due to factors including limited public transport network coverage within the region and cross-boundary, unreliable journey times and the low cost of parking availability within the city centre.
- **TPO 6: Maintain and enhance a safe, resilient and reliable transport network** Focus is on addressing problems associated with road safety, particularly vehicle / active travel conflicts, and a lack of alternative routes should incidents occur. It is linked to opportunities concerning continuing road safety initiatives, freight movements and benefits that may be realised by capitalising on future major infrastructure commitments, such as Aberdeen Western Peripheral Route.

These Transport Planning Objectives will become the objectives of the new Regional Transport Strategy and the STA. The STA is primarily a tool for selecting options and potential projects that will help to implement the policies and strategies of the RTS. Both the STA and the RTS are separate but linked in their joint objectives and impact they will have on transport and region as a whole.

1.2 Nestrans Regional Transport Strategy

The Nestrans Regional Transport Strategy was first adopted in 2008 after approval by Government Ministers and was refreshed in 2013.

The Nestrans Board has agreed to review the strategy and their proposed vision for the new strategy is:

“to provide a cleaner, more resilient, inclusive and accessible transport system in the north east, which contributes to improved quality of life through healthier, more prosperous and fairer communities”.

It is proposed that the new RTS 2040 will be based around four pillars:

Pillar 1: Promoting Equality across the North East

Fit with Objectives:

TPO1: Increases access to a sustainable transport system for all, recognising specific needs of disadvantaged and vulnerable users.

TPO5: Improve the relative competitiveness of public transport compared to the private car.

The key themes of this pillar will be for the RTS to include consideration of:

- Fairness and reducing inequality;
- Affordability;
- Improved perception of public transport;
- Public transport network coverage;
- Public transport journey times;
- Cost of public transport vs car travel and parking;
- Accessibility of the public transport and active travel networks;
- Meeting the needs of young people and other vulnerable groups;
- Passenger experience when using public transport; and
- Car ownership levels.

The Strategy’s core outcomes for pillar one are:

- Raising awareness of passengers’ rights and ensuring better enforcement of existing legislation;
- Improving the training that all transport services staff receive;
- Improving information provision before and during journeys;
- Planning infrastructure changes to enable disabled people fair access; and
- Ensuring inclusive design for the technologies and business models of the future.

What are we trying to achieve?

- Accessible buses and trains, stations, platforms and bus stops.
- Innovative ways of meeting the transport needs of rural communities.
- Eliminate transport poverty.
- Improved public perceptions of bus travel
- A public transport system that is not just priced competitively with the private car, but affordable to those that are most vulnerable to exclusion on the grounds of price, particularly young people, disabled people, those on low incomes/unemployed.
- Disabled people have the same access to the transport network as everyone else.
- Reduce inequalities across all the protected characteristics (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation).
- All transport information is available in formats that all passengers can easily access and understand, before, during and after a journey.
- Technology and innovation is used to remove some of these information barriers whilst recognising that not all have access to mobile phones / technology.
- Utilisation of funding from demand management measures to address and reduce some of the inequalities in provision.
- Mainstreaming of Mobility as a Service.

Moving towards an equitable system which rewards behaviours which benefit society and expects those who choose damaging behaviours to pay their way e.g. a “Polluter Pays” principle.

Equitability of Accessibility - need to recognise that those who make choices (for example to live away from public transport networks) will have fewer choices, but should still be able to travel without owning or driving a private car.

Pillar 2: Taking Action to Reduce Impact on Climate Change

Fit with Objectives

TPO1: Increase access to a sustainable transport system for all, recognising specific needs of disadvantaged and vulnerable users.

TPO3: Reduce the adverse impacts of transport on public health and the natural and built environment

TPO4: Improve the integration of transport and land use to reduce the need to travel by private car.

Key themes

- Increasing the mode share of public transport, cycling and walking
- Adapting to the effects of climate change
- Improving the resilience of the transport network in the face of disruption due to severe weather
- Taking steps to mitigate further climate change
- Asset management and maintenance

Outcomes / What we are trying to achieve

Adapt to the effects of climate change

- Building on the work from Aberdeen Adapts project.
- Safeguarding assets
- Responsive transport and infrastructure
Long-term planning and regular assessment keeps our transport infrastructure resilient to shocks, protecting people and ensuring business continuity.
- Close collaboration between agencies allows traffic to keep flowing in the face of severe weather, accidents and breakdowns.
- Better understanding of the dynamics of soft coastal areas and well adapted coastal defences are protecting people and transport routes. This keeps the area bustling when the weather is fair, and safe and secure when it is not.
- A well-maintained core network which is better able to withstand the varying demands of weather impacts e.g. cleaned gullies, vegetation maintenance, scour protection for bridges etc

Takes steps to mitigate further climate change

- Move to low carbon vehicles. Hydrogen and electric vehicles and cycles.
- Hydrogen power for modes other than buses and cars, including ferries and rail (Scottish Government commitment to no diesel only rolling stock by 2040).
- Encourage reducing car use. Modal shift to public transport, walking and cycling.
- Increased mode share of cycling – moving towards a vision of 10% of trips by bike
- Increased mode share of walking
- Increased mode share of bus and rail
- Use technology where possible. Is the journey necessary? Access to Health via video link, remote/flexible working?
- Mainstreaming Mobility as a Service.

Promotes greener, cleaner choices

- Behaviour Change - Continue to use Getabout Sustainable Transport Brand to promote sustainable transport and help to have a modal shift from solo occupancy car journeys to more sustainable choices, such as journey sharing, public transport and walking and cycling.
- Specific targeted opportunities (e.g. walking and cycling for short trips, choices for all journeys, public transport options including Park & Ride to City Centre)
- Supporting planning which minimises travel distances, encourages mixed communities with houses, jobs and services, enables efficient service by transport and encourages/enables sustainable choices.
- To place the north east at the forefront (as a world leader) in moving towards zero-carbon transport system.

Pillar 3: Helping the Economy Prosper

Fit with Objectives

TPO2: Reduce the business costs of transport for all sectors of the economy to realise the aspirations of the Regional Economic Strategy.

TPO5: Improve the relative competitiveness of public transport compared to the private car.

Key themes

- Improving connectivity
- Access to key global markets
- Access to employment
- Transport related costs (goods and people)
- Journey times
- Journey reliability
- Improving the resilience of the transport network in the face of disruption
- Embracing innovation and technology
- Digital and virtual technology
- Reduced congestion / delays
- Perception of public transport
- Cost and availability of parking

Outcomes / What we are trying to achieve:

- Reduced congestion, improved and more reliable journey times by road.
- Improved connections from the north east to the rest of the country and worldwide – including Air, Ferry, Rail and Road.
- A well-connected airport with an increased range of connections and destinations available. Continued and improved connections to key UK and international hubs.
- Reduced journey times by rail to key destinations including Edinburgh, Glasgow, Inverness and beyond.
- Improved reliability of rail travel.
- Increased capacity on the rail network to allow increased mode shift to rail.
- Improved competitiveness of rail and sea for the movement of people and goods to ensure competitiveness of businesses whilst achieving objectives on environment and climate change.
- A well-connected airport – surface access that promotes travel to and from the airport by non-car modes and meets the expectations / aspirations of visitors and residents.
- Connections to the harbour – access for freight whilst reducing the impact of freight on the city centre. High quality connections to the city centre and other key destinations for visitors arriving in the north east via the harbour.
- A bus network that meets the needs of travel to work journeys. Improved accessibility to key business locations for more people across the region (40% of postcodes across the region cannot access PrimeFour or Altens business parks by bus within the AM peak period for example).
- A bus network that meets the needs of travel for leisure and other purposes and supports the tourism industry.
- Bus reliability and punctuality. Bus operators should be able to meet targets of 95% of journeys operating on time and to provide journey times that are competitive

to the car. Infrastructure, demand management and bus priority measures that enable them to do this.

- A park and ride network that allows users to access key destinations in a faster, more efficient and cheaper way than driving door to door and parking.
- Bus journey times that are competitive to the car.
- Managing demand on the road network to reduce congestion.
- Re-allocation of road space to bus and active travel instead of the private car.
- A travel to work network that prioritises and actively encourages and rewards travel by public transport, cycling and walking over single occupancy car use.
- The use of technology to better plan and manage journeys enabling both users to choose the best means of travel for their journey but also for the councils / operators to manage and optimise the use of their assets.
- Maintaining the existing road network to ensure it is fit for purpose and minimises delays.
- A resilient transport network that has measures in place to prevent network disruption.
- A resilient transport network that can minimise the knock-on effects of network disruption – ensuring people can access work/education/health/leisure opportunities without significant delays and ensuring transportation of goods is not significantly disrupted.

Pillar 4: Improving Health & Wellbeing across the North East

Fit with Objectives

TPO1: Increase access to a sustainable transport system for all, recognising specific needs of disadvantaged and vulnerable users

TPO3: Reduce the adverse impacts of transport on public health and the natural and built environment

TPO4: Improve the integration of transport and land use to reduce the need to travel by private car.

TPO6: Maintain and enhance a safe, resilient and reliable transport network.

Key themes

- Accessibility of transport vehicles and facilities such as stations and interchanges as well as information provision
- Quality and extent of the active travel network
- Affordability of public transport
- Coverage of the public transport network
- Improving air quality (reducing emissions / alternative fuels)
- Ensure that individuals' right to clean air and a safe environment are paramount in decision-making
- Reducing accidents / casualties
- Construction of new transport infrastructure and impact on the natural and built environment
- Reducing the need to travel by private car
- Rural accessibility
- Accessibility for young people
- Resilience of the road network in the case of incidents that disrupt flow.
- Reducing the conflict between traffic and active travel users
- Place making
- Improved quality of life and reduced social isolation
- Access to healthcare

Outcomes / What are we trying to achieve?

- Casualty reduction, moving towards a vision of zero fatalities.
- Reducing the number and severity of accidents
- Reducing conflict between traffic and pedestrians / cyclists
- Improving perceptions of safety
- Increased mode share of cycling – moving towards a vision of 10% of trips by bike
- Increased mode share of walking
- Increased mode share of bus and rail
- Air Quality levels that are within European targets
- Low emission zones introduced where necessary to ensure that no areas in the region are exceeding the World Health Organisation safe limits for air quality.
- To improve air quality beyond European targets to improve health and quality of life across the region as a whole and not just in AQMA areas.
- Collaboration between agencies and the use of technology and demand management measures where appropriate to ensure minimal disruption to the network in the event of emergency, bad weather, events.
- Improved feelings of safety and security when travelling by public transport
- Segregated cycle provision
- Innovative ways of meeting the transport needs of rural communities.
- A public transport network that meets the needs of the population in terms of transport to health. Innovative ways of providing such services, particularly in rural areas will need to be looked at.
- New developments that create sustainable and connected communities with consideration of infrastructure requirements and public transport provision from an early stage.
- Re-allocation of road space to bus and active travel modes to improve sense of place, improve access for sustainable modes, increase mode share of sustainable modes, improve air quality.
- Access to healthcare including transport provision and new technologies such as access anywhere.
- we should aim to provide a reasonable level of accessibility to basic services.

2 STRATEGIC CONTEXT

This section describes the context in which the Strategic Transport Appraisal and RTS are being developed and delivered, in terms of other relevant PPS (Plans, Programmes and Strategies) and environmental protection objectives and current environmental issues in the region, identifying in particular any constraints or targets these impose. The STA has been developed using STAG and has undergone stakeholder workshops to create a long list of options. The RTS, will also be developed in partnership with stakeholders and the wider public through consultations, to ensure that the RTS mitigates and reduces its impact and where possible improves the situation in the North East of Scotland, in terms of:

- health inequalities,
- equalities of protected characteristics,
- the environment and
- the Fairer Scotland Duty.

2.1 Relationships with other PPS or environmental protection objectives

Table 2 lists other PPS and environmental protection objectives relevant to the STA and RTS at international, national and regional/local level. A more detailed analysis of how each of these applies can be found in Appendix A.

Changes in legislation, regulations, policies and guidelines continue to influence regional and local transport planning. Tracking any changes in policy throughout the SEA process will ensure the process is kept iterative and current.

Table 2: Other relevant PPS and environmental protection objectives

Please note that if any UK or Scottish legislation, policy etc is changed as a result of Brexit this will be reflected when known in the Environmental Report.

Name of plan, programme, strategy or environmental protection objective	
International Level	
1	EC Habitats Directive (92/43/EEC)
2	EC Birds Directive (79/49/EEC)
3	EU Biodiversity Strategy
4	EC Water Framework Directive (2000/60/EC)
5	UN Framework Convention on Climate Change
6	Kyoto Protocol
7	Paris Agreement
8	EU White Paper, Roadmap to a single European transport area – towards a competitive and resource efficient transport system
9	EC Air Quality Directive (2008/50/EC)
10	EC Environmental Noise Directive (2002/49/EC)

National Level	
1	National Transport Strategy - currently being updated
2	Scottish Planning Policy
3	National Planning Framework 3
4	Designing Streets
5	National Roads Development Guide
6	A Long Term Vision for Active Travel in Scotland 2030
7	Cycling Action Plan for Scotland
8	Let's Get Scotland Walking: The National Walking Strategy
9	Switched On Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles
10	Scotland's Road Safety Framework to 2020
11	Strategic Transport Projects Review
12	Infrastructure Investment Plan
13	Wildlife and Countryside Act 1981 (as amended)
14	The Nature Conservation (Scotland) Act 2004
15	Scotland's Biodiversity Strategy: It's in Your Hands
16	The Conservation (Natural Habitats, &c.) Regulations 1994 (as amended) The Conservation (Natural Habitats, &c.) Amendment (Scotland) Regulations 2007
17	Water Environment and Water Services (Scotland) Act 2003
18	Water Environment (Controlled Activities) (Scotland) Regulations 2005
19	SEPA, Groundwater Protection Policy for Scotland: Environmental Policy
20	Our Seas – a shared resource. High Level Marine Objectives (2009)
21	Marine (Scotland) Act 2010
22	The Flood Risk Management (Scotland) Act 2009
23	The Scottish Soil Framework
24	The Clean Growth Strategy: Leading The Way To A Low Carbon Future
25	UK plan for tackling roadside nitrogen dioxide concentrations
26	Climate Change (Scotland) Act 2009
27	Climate Change Delivery Plan
28	Climate Change Plan: Third Report on Proposals and Policies 2018-2032
29	UK Air Quality Strategy
30	Air Quality (Scotland) Regulations
31	Let's Make Scotland More Active: A Strategy for Physical Activity
32	Preventing Overweight and Obesity in Scotland: A Route Map Towards Healthy Weight
33	Scotland's Economic Strategy
34	Scotland's Cities: Delivering for Scotland
35	The Scottish Historic Environment Policies
36	The Planning (Listed Buildings and Conservation Areas) Act 1997
37	All Our Futures: Planning for a Scotland with an Ageing Population
38	Equality Act 2010
39	Scotland's Zero Waste Plan (2010)

Regional and Local Level	
1	Regional Economic Strategy
2	Aberdeen City Region Deal
3	Aberdeen City and Shire Strategic Development Plan
4	Aberdeen Local Development Plan
5	Aberdeenshire Local Development Plan
6	Nestrans Regional Transport Strategy
7	Aberdeen Local Transport Strategy
8	Aberdeenshire Local Transport Strategy
9	Nestrans Bus Action Plan
10	Fares and Ticketing Strategy for Aberdeen City and Shire
11	Nestrans Rail Action Plan
12	Nestrans Freight Action Plan
13	Aberdeen City and Shire Regional Parking Strategy
14	Aberdeen Strategic Car Parking Review
15	Aberdeen City, Aberdeenshire and Moray Road Safety Plan
16	North East Scotland Road Casualty Reduction Strategy
17	Nestrans Active Travel Action Plan
18	Aberdeen Active Travel Action Plan
19	Aberdeenshire Walking and Cycling Action Plan
20	Health and Transport Action Plan
21	The Strategy for an Active Aberdeen 2016-2020
22	Aberdeen Core Paths Plan
23	Aberdeenshire Core Paths Plan
24	Aberdeen Open Space Strategy
25	Aberdeenshire Parks and Open Spaces Strategy
26	Forest and Woodland Strategy for Aberdeenshire and Aberdeen
27	Aberdeen Air Quality Action Plan
28	Aberdeen Agglomeration Noise Action Plan
29	Aberdeen City Region Hydrogen Strategy and Action Plan
30	Powering Aberdeen: Aberdeen Sustainable Energy Action Plan
31	Aberdeen Strategic Infrastructure Plan
32	Aberdeen City Centre Masterplan and Sustainable Urban Mobility Plan
33	Aberdeen Roads Hierarchy
34	North East of Scotland Local Biodiversity Action Plan
35	River Dee Catchment Management Plan
36	Aberdeen City Nature Conservation Strategy
37	Aberdeen Local Outcome Improvement Plan
38	Aberdeenshire Local Outcome Improvement Plan

Following analysis of the relevant plans, policies, strategies and environmental protection objectives, it is clear that the RTS and STA should:

- Support national, regional and local economic growth aspirations;
- Support regional and local household, population and employment growth aspirations;
- Support the new National Transport Strategy at a regional level
- Contribute to the development of a rejuvenated City Centre and the continued health of town centres;
- Improve connectivity within the region, and nationally and internationally;
- Improve journey times and reliability between key settlements in the region and between the region and other areas of the country;
- Improve the safety and security of the transport system;

- Contribute to the development of an integrated and accessible transport system, one that recognises the needs of an ageing population, does not discriminate against any individual or group, and ensures users benefit from a range of transport modes appropriate to their needs;
- Ensure that transport is affordable and does not contribute to social exclusion;
- Encourage measures that reduce the need to travel;
- Support and facilitate a greater uptake of public transport (rail and bus), active travel (walking and cycling) and cleaner fuel (particularly hydrogen and electric vehicles);
- Enable the efficient and sustainable movement of freight;
- Reduce greenhouse gas emissions from transport, so that transport interventions do not accelerate climate change;
- Improve air quality, especially within Air Quality Management Areas (AQMAs);
- Reduce the population's exposure to transport noise and ensure transport does not contribute to a further deterioration in noise quality;
- Protect, and where possible enhance, the region's network of core paths, open and green spaces, parks, forests, woodlands, conservation areas and other areas noted for cultural, historic, scientific, botanic, biodiversity or visual amenity interest or value;
- Protect, and where possible enhance, biodiversity, especially habitats and species afforded protected status; and
- Protect the water environment and not increase flood risk or expose the population to danger from flooding.

2.2 Relevant aspects of the current state of the environment

Information has been collated on the environmental context and baseline within which the RTS and STA are being developed. Issues including air, climactic factors, water, soil, biodiversity, health, population, cultural heritage, landscape and material assets have been included in establishing the environmental baseline. Detailed analysis of this data is included in Appendix B.

2.3 Likely evolution of the environment without the Strategic Transport Appraisal and Regional Transport Strategy

Without the RTS and STA, it is likely that existing environmental problems will persist, as detailed in Table 3.

Table 3: Potential environmental changes without the Strategic Transport Appraisal and RTS

SEA Topic	Possible changes without the Strategic Transport Appraisal and RTS
Air Quality and Climactic Factors	Demand for, and use of, motorised forms of transport will continue to increase as the region grows and develops, while opportunities to encourage modal shift to public transport, walking, cycling and low emission vehicles may be lost. Increased volumes of traffic and growing congestion will increase carbon emissions and worsen air quality, potentially leading to the declaration of further AQMAs and continued breaches of air quality limits which could see fines imposed on the UK government which could in turn filter down to Councils.
Water	As demand for motorised transport increases it may be necessary to construct major new infrastructure, such as roads and bridges, to cope with demand and such works have potential to impact on the quality of nearby watercourses. The Strategic Transport Appraisal and RTS, by taking a long-term view of the area's needs, will ensure that the right development happens in the right places and that the environmental impacts of transport interventions are considered holistically, thus preventing incremental and haphazard development which could lead to worse environmental consequences in the long term.
Land and soil	As demand for motorised transport increases, it may be necessary to construct major new infrastructure, such as roads and bridges, to cope with demand. Such works have the potential to impact on land contamination, soil erosion and contribute to the loss of prime agricultural land. The Strategic Transport Appraisal and RTS, by taking a long-term view of the area's needs, will ensure that the right development happens in the right places and that the environmental impacts of transport interventions are considered holistically, thus preventing incremental and haphazard development which could lead to worse environmental consequences in the long term.
Biodiversity, flora and fauna	As demand for motorised transport increases, it may be necessary to construct major new infrastructure, such as roads and bridges, to cope with demand, which could put pressure on biodiversity, potentially leading to loss and/or fragmentation of species and habitats, while increases in traffic and noise could disturb sensitive species. The Strategic Transport Appraisal and RTS, by taking a long-term view of the area's needs, will ensure that the right development happens in the right places and that the environmental impacts of transport interventions are considered holistically, thus preventing incremental and haphazard development which could lead to worse environmental consequences in the long term.
Health	If a switch to clean and active modes of transport is not aspired to, various health issues, such as obesity, inactivity and conditions resulting from poor air quality and noise, will continue to affect the population, increasing ill-health and potentially reducing life expectancy.
Population	As the population grows, demand for transport may outstrip supply, leading to overcrowding of transport facilities and significant congestion, with resulting impacts on emissions and air quality. As the population ages, people may find it more difficult to stay mobile unless appropriate facilities are in place to enable them to do so.
Cultural Heritage	As demand for motorised transport and car parking increases, it may be necessary to construct major new infrastructure to cope with demand and this may put pressure on areas of historic and/or archaeological interest or undermine the character of conservation areas. The Strategic Transport Appraisal and RTS, by taking a long-term view of the area's needs, will ensure that the right development happens in the right places and that the environmental impacts of transport interventions are

	considered holistically, thus preventing incremental and haphazard development which could lead to worse impacts on cultural heritage in the long term.
Landscape	As demand for motorised transport and car parking increases, it may be necessary to construct major new infrastructure to cope with demand which could have a negative impact on landscape character. The Strategic Transport Appraisal and RTS, by taking a long-term view of the area's needs, will ensure that the right development happens in the right places and that the environmental impacts of transport interventions are considered holistically, thus preventing incremental and haphazard development which could lead to worse impacts on landscape in the long term.
Material Assets	Without the Strategic Transport Appraisal and RTS, there is a risk that infrastructure will not be delivered, or at least not delivered in a co-ordinated manner, thus jeopardising the region's ability to offer a transport system that meets the needs of all those living and working in and visiting the area.

2.4 Environmental Problems

The main environmental problems relevant to the RTS and STA, and the implications on these, are summarised below:

Table 4: Relevant Environmental Problems

SEA Topic	Environmental Problems	Implications
Air Quality and Climactic Factors	<p>Transport is a significant contributor to carbon dioxide (CO₂) emissions. In 2017 transport overtook energy to become Scotland's primary source of climate change-causing emissions, with trends indicating little sign of downward progress. Although emissions as a whole have been reducing throughout Scotland in recent years, transport emissions continue to rise.</p> <p>With Scotland's commitments to cutting CO₂ emissions, both through national policy and international agreements, the emissions contribution of transport is likely to increasingly come under the spotlight.</p> <p>The use of motor vehicles contributes to poor air quality, with 3 AQMAs declared in Aberdeen, where annual mean limits for nitrogen dioxide (NO₂) and particulate matter (PM10) are regularly exceeded. These AQMAs are all in locations with high traffic volumes - Aberdeen City Centre, Wellington Road, and A92 Anderson Drive/A96 Auchmill Road.</p>	<p>Projects identified through the Strategic Transport Appraisal and the RTS must seek to reduce transport's impacts on climate change and air quality through measures that reduce the need to travel, reduce traffic congestion, improve opportunities for travelling by public transport and active travel, and facilitate the uptake of low emission vehicles.</p>

Water	Run-off from roads and new transport infrastructure can negatively impact on water and hydrological regimes.	Projects identified through the Strategic Transport Appraisal and the RTS should not lead to a worsening of water quality.
Land and soil	Development of transport infrastructure could lead to a decline in soil quality, an increase in sealed surfaces (thus increasing flood risk), soil contamination (directly or indirectly through, for instance, increased air pollutants and run-off of contaminated water) and the loss of prime agricultural land.	Projects identified through the Strategic Transport Appraisal and the RTS should seek to minimise any worsening of soil quality or the loss of prime agricultural land.
Biodiversity, flora and fauna	Land take as a result of transport infrastructure can lead to loss, disturbance and fragmentation of species and habitats. The presence of people and vehicles associated with transport can create disturbances for local wildlife, including disturbance resulting from noise and artificial light.	Projects identified through the Strategic Transport Appraisal and the RTS should not contribute to the loss, disturbance or fragmentation of protected species or habitats.
Health	Transport has many impacts on health. Poor air quality and emissions resulting from traffic can cause respiratory conditions and, in some cases, reduce life expectancy, while transport noise can contribute to and exacerbate mental health problems. Traffic accidents can result in short and long-term injuries and fatalities. A transport system that is not conducive to walking and cycling reduces opportunities for physical activity and can lead to an increase in obesity and other conditions arising from inactivity.	Projects identified through the Strategic Transport Appraisal and the RTS should look to improve health by reducing the need to travel, reducing congestion, facilitating the use of active and sustainable modes of transport, and improving road safety.
Population	More people living and working in the region puts pressure on the transport network. An ageing population has specific requirements in terms of facilitating continued mobility.	Projects identified through the Strategic Transport Appraisal and the RTS should benefit the population by reducing congestion, improving the public transport offer and increasing opportunities for active and sustainable travel.
Cultural Heritage	New transport infrastructure could contribute to the loss of or damage to historical/heritage sites or features. Congestion in and around conservation areas can undermine the distinctive character of these areas. Street clutter, including inappropriate signing and materials, can have negative visual impacts. Air pollution can cause deterioration of buildings and monuments. Vibration from road traffic can also damage sites.	Projects identified through the Strategic Transport Appraisal and the RTS should look to protect the historic environment and seek opportunities for enhancement wherever possible.

Landscape	New transport infrastructure could reduce visual amenity and result in the loss of access to important sites.	Projects identified through the Strategic Transport Appraisal and the RTS should seek to protect the landscape from unsightly infrastructure and look to maintain access to important sites.
Material Assets	The region is characterised by high car ownership, a limited public transport (especially rail) network and limited cycling facilities, all of which contribute to an over-reliance on the private car and a road network operating beyond its capabilities, resulting in congestion and many roads in need of repair.	Projects identified through the STA and the RTS must look to reduce the burden on the current road network and increase opportunities for public transport and active travel.

3 SCOPE AND LEVEL OF DETAIL PROPOSED FOR THE ASSESSMENT

3.1 Alternative and Options

The STAG process, which the STA is following, appraises various interventions and packages of interventions against each other and against a 'do nothing' scenario in order to identify an optimum programme of interventions.

At the Preliminary Appraisal stage, each option is subject to qualitative appraisal against the STAG criteria (economy, environment, safety, integration, accessibility and social inclusion) and against feasibility, affordability and public acceptability. The outcomes of this stage determine which options proceed to Detailed Appraisal and which are sifted out. During Detailed Appraisal, remaining options are subject to further qualitative appraisal against the STAG criteria, cost to government and risk and uncertainty, and before decisions are made on which option(s) are recommended for implementation. Consideration of alternatives, and progressing only the best performing options, is therefore a key element of the Appraisal.

3.2 Scoping in/out of SEA issues

Using the information identified and gathered during the Scoping process thus far, consideration has been given to whether the environmental effects (positive or negative) of the Strategic Transport Appraisal and RTS are likely to be significant. Those judged to not be significant can be 'scoped out' of the SEA. As Table 5 shows, all SEA issues remain 'scoped in' for the time being as transport has the potential to impact upon all of these.

Table 5: Scoping of SEA Issues

SEA issues	Scoped in	Scoped out	If scoped out, why
Air Quality	X		
Climactic Factors	X		
Water	X		
Land and Soil	X		
Biodiversity, Flora and Fauna	X		
Health	X		
Population	X		
Cultural Heritage	X		
Landscape	X		
Material Assets	X		

3.3 Framework for assessing environmental effects

We will assess the RTS and STA against all SEA topics, predicting whether the effects will be positive, negative, uncertain, mixed or neutral. We will further evaluate the effects to determine their significance on the receptors in relation to reversibility or irreversibility of effects, risks, duration (permanent, temporary, long-term, medium-term and short-term) and cumulative (direct, indirect, secondary and synergistic).

In order to assist in this process we have identified objectives for each of the SEA topics, as well as questions that should be considered in reaching a conclusion regarding the environmental impact of each proposed intervention and strand of the Strategy. These objectives are not conclusive at this point and are subject to consultation outcomes.

Table 6: Proposed SEA Objectives

SEA Topic	Objective(s)	Will the proposal...
Air Quality	To protect and improve local air quality.	<p>Reduce vehicular traffic?</p> <p>Reduce congestion?</p> <p>Result in new construction?</p> <p>Impact on any AQMAs or lead to the identification of new AQMAs?</p> <p>A Low Emission Zone is likely for Aberdeen City Centre. What are the likely impacts of this?</p>
Climactic Factors	<p>To help tackle climate change by reducing the effects of CO₂ emissions from road, rail and air traffic, and helping to meet national targets to reduce overall emissions of greenhouse gases.</p> <p>To help increase resilience and adapt to a changing climate.</p>	<p>Reduce vehicular traffic?</p> <p>Reduce congestion?</p> <p>Promote sustainable and active travel?</p> <p>Promote the use of clean fuels / technologies?</p> <p>Result in the development of peat rich soils?</p> <p>Maintenance and asset management of current and any new infrastructure to ensure infrastructure is 'Climate Ready'</p>
Water	<p>To protect, maintain and improve the quality of all water bodies in the region.</p> <p>To ensure that the water quality and good ecological status of the water framework directive are maintained.</p>	<p>Result in the release of water-borne pollution into watercourses, groundwater or reservoirs?</p> <p>Increase the amount of surface water runoff into water bodies?</p> <p>Increase development that physically impacts on a watercourse or the coastline?</p>

Land and Soil	To reduce contamination and safeguard soil quantity and quality.	<p>Cause soil sealing and compaction?</p> <p>Result in the release of substances that could potentially contaminate soil?</p> <p>Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?</p>
Biodiversity, Flora and Fauna	<p>To conserve and enhance the integrity of ecosystems.</p> <p>To prevent damage to designated wildlife and geological sites and protected species.</p> <p>To maintain biodiversity, avoiding irreversible losses.</p>	<p>Cause disruption or damage to any protected species or habitat?</p> <p>Affect the conservation objectives of any international, national or locally designated site?</p>
Health	<p>To protect and improve human health.</p> <p>To ensure that the transport system is safe and secure.</p> <p>To retain and improve quality, quantity and connectivity of publicly accessible open space</p>	<p>Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality?</p> <p>Decrease noise and vibration?</p> <p>Facilitate and/or encourage active travel?</p> <p>Reduce the likelihood of transport-related road accidents and casualties?</p> <p>Reduce the amount of inactive people and reduce health problems linked to obesity?</p> <p>Improve both physical and mental health by increasing active travel?</p> <p>Improve access to healthcare facilities?</p> <p>Improve access to open space?</p>

Population	To promote economic growth and social inclusion.	<p>Reduce congestion and allow for improved journey times and journey time reliability?</p> <p>Enable the efficient movement of people and freight?</p> <p>Promote social inclusion and improve accessibility to key destinations, especially for those without a private car?</p> <p>Support an ageing population by providing appropriate transport facilities to meet their needs?</p> <p>Promote a sense of place where people and not vehicles are priority?</p>
Cultural Heritage	<p>To protect and enhance the historic environment.</p> <p>To preserve historic buildings, archaeological sites and other culturally important features.</p>	Impact on any historic buildings / sites or conservation areas?
Landscape	<p>To protect and enhance the landscape.</p> <p>To conserve and support landscape character and local distinctiveness.</p>	<p>Detract from or harm the landscape setting of the area?</p> <p>Impact on any landscape or geological features?</p> <p>Reduce open space / green space?</p>
Material Assets	<p>Promote a safe and clean environment with good quality services.</p> <p>Promote the sustainable use of natural resources and material assets.</p> <p>Promote effective use of existing infrastructure.</p> <p>Protect and enhance outdoor access opportunities and rights.</p>	<p>Improve transport facilities to meet the needs of the people of Aberdeen and Aberdeenshire?</p> <p>Allow for the sustainable use of resources?</p> <p>Promote the provision of safe pedestrian and cycle links?</p> <p>Destroy or sever any core path or right of way?</p>

Tables 7, 8 and 9 below show the rough framework that will be used to assess the effects of the RTS and STA.

Table 7: Assessment of RTS and STA Recommendations

SEA Objectives	Air Quality	Climactic Factors	Water	Land and Soil	Biodiversity, Flora and Fauna	Health	Population	Cultural Heritage	Landscape	Material Assets	Comments (including information on short, medium, long term, permanent, temporary, secondary, cumulative, synergistic effects) and proposed changes to the PPS.
Appraisal Recommendations											
Project 1											
Project 2											
Project 3											
Project 4											
Project 5											
Project 6											
Project 7											
Project 8											
Project 9											
Project 10											
Project 11											
Project 12											
etc.											
Key: ++ strong positive, + positive, +/- mixed, 0 neutral, ? uncertain, - negative, -- strong negative											

Table 8: Assessment of RTS Vision and Objectives

SEA Objectives	Air Quality	Climactic Factors	Water	Land and Soil	Biodiversity, Flora and Fauna	Health	Population	Cultural Heritage	Landscape	Material Assets	Comments (including information on short, medium, long term, permanent, temporary, secondary, cumulative, synergistic effects) and proposed changes to the PPS.
STA Recommendations											
Vision											
Transport Objective 1											
Sub Strategy 1											
Sub Strategy 2											
Transport Objective 2											
Sub Strategy 3											
Sub Strategy 4											
Transport Objective 3											
Sub Strategy 5											
Sub Strategy 6											
Transport Objective 4											
Sub Strategy 7											
Sub Strategy 8											
etc.											
Key: ++ strong positive, + positive, +/- mixed, 0 neutral, ? uncertain, - negative, -- strong negative											

Table 9: Assessment of RTS Actions

SEA Objectives	Air Quality	Climatic Factors	Water	Land and Soil	Biodiversity, Flora and Fauna	Health	Population	Cultural Heritage	Landscape	Material Assets	Comments (including information on short, medium, long term, permanent, temporary, secondary, cumulative, synergistic effects) and proposed changes to the PPS.
STA Recommendations											
Sub Strategy 1 – Action 1											
Sub Strategy 1 – Action 2											
Sub Strategy 2 – Action 1											
Sub Strategy 2 – Action 2											
Sub Strategy 3 – Action 1											
Sub Strategy 3 – Action 2											
Sub Strategy 4 – Action 1											
Sub Strategy 4 – Action 2											
Sub Strategy 5 – Action 1											
Sub Strategy 5 – Action 2											
Sub Strategy 6 – Action 1											
Sub Strategy 6 – Action 2											
Sub Strategy 7 – Action 1											
Sub Strategy 7 – Action 2											
Sub Strategy 8 – Action 1											
Sub Strategy 8 – Action 2											
Etc.											
Key: ++ strong positive, + positive, +/- mixed, 0 neutral, ? uncertain, - negative, -- strong negative											

3.4 Cumulative Effect Assessment

It is important to consider the potential for indirect and cumulative effects of the package of projects and measures.

A further framework for assessing cumulative and synergistic effects of the programme of projects to emerge from the Strategic Transport Appraisal is provided in Table 10.

Table 10: Assessment of Cumulative and Synergistic effects of the STA

Strategic Transport Appraisal Recommendations	Project 1	Project 2	Project 3	Project 4	Project 5	etc.	Cumulative Impacts
SEA Objectives							
Air Quality							
Climactic Factors							
Water							
Land and Soil							
Biodiversity, Flora and Fauna							
Health							
Population							
Cultural Heritage							
Landscape							
Material Assets							
Key: ++ strong positive, + positive, +/- mixed, 0 neutral, ? uncertain, - negative, -- strong negative							

A framework for assessing the potential for cumulative effect of the RTS is shown in Table 11.

Table 11: Assessment of Cumulative and Synergistic effects of the RTS

RTS Objectives SEA Objectives	Strategic Objective 1	Sub Strategy 1	Sub Strategy 2	Strategic Objective 2	Sub Strategy 3	Sub Strategy 4	Etc.	Cumulative Impacts
Air Quality								
Climactic Factors								
Water								
Land and Soil								
Biodiversity, Flora and Fauna								
Health								
Population								
Cultural Heritage								
Landscape								
Material Assets								
Key: ++ strong positive, + positive, +/- mixed, 0 neutral, ? uncertain, - negative, -- strong negative								

3.5 Assessment of Compatibility of Objectives and Actions

In order to ensure consistency and compatibility of the various projects arising from the Strategic Transport Appraisal, an internal compatibility assessment of proposed projects will be undertaken using the example framework below.

Table 12: Assessment of Compatibility of Strategic Transport Appraisal Projects

	1	2	3	4	5	6	7	8	9	10
1	✓									
2	✓	X								
3	✓	✓	✓							
4	✓	✓	✓	✓						
5	✓	✓	✓	✓	✓					
6	✓	✓	✓	✓	✓	✓				
7	?	?	?	X	✓	✓	✓			
8	✓	✓	✓	X	✓	✓	✓	✓		
9	X	X	✓	X	?	✓	?	✓	✓	
10	X	X	✓	X	?	✓	?	✓	?	?

?	Uncertain
X	Potentially incompatible
✓	Compatible

Similarly, to ensure consistency and compatibility of the various elements comprising the RTS, an internal compatibility assessment of the objectives and actions will be undertaken using the example framework below.

Table 13: Assessment of Compatibility of RTS Objectives / Actions

	1	2	3	4	5	6	7	8	9	10
1	✓									
2	✓	X								
3	✓	✓	✓							
4	✓	✓	✓	✓						
5	✓	✓	✓	✓	✓					
6	✓	✓	✓	✓	✓	✓				
7	?	?	?	X	✓	✓	✓			
8	✓	✓	✓	X	✓	✓	✓	✓		
9	X	X	✓	X	?	✓	?	✓	✓	
10	X	X	✓	X	?	✓	?	✓	?	?

?	Uncertain
X	Potentially incompatible
✓	Compatible

3.6 Proposed Mitigation Measures

The SEA Directive requires that, through mitigation measures, recommendations will be made to prevent, reduce or compensate for any negative effects of implementing the programme or strategy and to ensure that positive effects are identified and enhanced. The proposed framework for mitigating effects of the RTS and STA is shown in Table 14 below.

Table 14: Proposed Mitigation Measures

SEA Issue	Existing Problem	Plan Impact	Mitigation Measures
Air Quality			
Climactic Factors			
Water			
Land and Soil			
Biodiversity, Flora and Fauna			
Health			
Population			
Cultural Heritage			
Landscape			
Material Assets			

3.7 Monitoring

Once the STA programme has been approved, the RTS adopted and implementation has commenced, Nestrans, Aberdeenshire Council and Aberdeen City Council, will monitor the environmental effects amongst other targets and objectives. A monitoring report will be integrated into the adopted RTS.

4 NEXT STEPS

4.1 Proposed Consultation Timescale

Nestrans will ensure early and effective consultation on the STA, the RTS and accompanying Environmental Report(s). In this connection, the minimum consultation period we intend to specify under Section 16(1)(b) and notify under Section 16(2)(a)(iv) is eight weeks.

4.2 Anticipated Milestones

Table 15 shows the remaining steps required to complete the SEA for the RTS and STA and how these will be carried out and described in the final environmental reports.

Table 15: Proposed consultation timescale and milestones

Anticipated Dates	Time Frame	Milestone
29/03/19-10/05/19	6 weeks	Consulting on Scoping Report
13/05/19-03/06/19	4 weeks	Collating views on consultation
03/06/19-01/07/19	4 weeks	Taking the appropriate action on the Scoping Report and the plan as a result of consultation
01/07/19-26/08/19	8 weeks	Finalising the STA Environmental Report
01/07/19 – 26/08/19	8 weeks	Finalising the RTS Environmental Report
26/08/19 – 14/10/19	7 weeks	Consulting on the STA and Environmental Reports
26/08/19 – 14/10/19	7 weeks	Consulting on the RTS and Environmental Reports
14/10/19 – 28/10/19	2 weeks	Collating views on the STA consultation
14/10/19 – 28/10/19	2 weeks	Collating views on the RTS consultation
28/10/19 – 25/11/19	4 weeks	Taking the appropriate action on the Strategic Transport Appraisal Environmental Reports and the plans as a result of the consultations
28/10/19 – 25/11/19	4 weeks	Taking the appropriate action on the RTS Environmental Reports and the plans as a result of the consultations
25/11/19 – 09/12/19	2 weeks	Finalising the STA Environmental Report
25/11/19 – 09/12/19	2 weeks	Finalising the RTS Environmental Report
09/12/19 – 06/01/20	4 weeks	STA post-adoption measures
09/12/19 – 06/01/20	4 weeks	RTS post-adoption measures

4.3 Framework for Analysing Consultees and their Comments

In order to track and analyse comments and suggestions from the consultation processes, a framework for analysis is provided in Tables 16 and 17 below.

Table 16: Consultees on initial draft of the report

Consultees
SEPA (Scottish Environment Protection Agency)
SNH (Scottish Natural Heritage)
Historic Environment Scotland

Table 17: Analysis of Comments

Consultee	Issue	Concern/Comments	Actions Proposed

Appendix A: Links to other PPS & Environmental Protection Objectives

Name of PPS /Environmental Protection Objective		Requirements of the PPS	How it affects or is affected by the Strategic Transport Appraisal /RTS in terms of SEA issues
INTERNATIONAL			
1	EC Habitats Directive (92/43/EEC)	Promotes the maintenance of biodiversity by requiring Member States to take measures to maintain or restore natural habitats and wild species at a favourable conservation status, including robust protection for those habitats and species of European importance.	Care must be taken to ensure that transport projects do not have a negative impact on habitats or species (or that appropriate mitigation measures are in place where disturbance is unavoidable) and that opportunities for biodiversity enhancement are taken advantage of during implementation of schemes.
2	EC Birds Directive (79/49/EEC)	Promotes the protection of wild birds and their habitats.	
3	EU Biodiversity Strategy	Promotes the conservation and sustainable use of biological diversity.	
4	Water Framework Directive (2000/60/EC)	Commits Member States to achieve good qualitative and quantitative status of all water bodies including marine waters up to one nautical mile from the shore.	Transport projects should avoid adverse effects on the water environment and should not add to or create significant flood risks.
5	UN Framework Convention on Climate Change	Sets an overall framework for intergovernmental efforts to tackle the challenge posed by climate change. Recognises that the climate system is a shared resource whose stability can be affected by industrial and other emissions of carbon dioxide and other greenhouse gases.	Transport projects should aim to reduce greenhouse gas emissions and not contribute to, or hasten the acceleration of, climate change.
6	Kyoto Protocol	Sets binding obligations on industrialised countries to reduce emissions of greenhouse gases.	
7	Paris Agreement	Commits signatories to aim to: hold the increase in global average temperature to well below 2 °C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1.5 °C; increase the ability to adapt to the adverse impacts of climate change and foster climate resilience and low greenhouse gas emissions development in a manner that does not threaten food production; and make finance flows consistent with a pathway towards low greenhouse gas emissions and climate-resilient development. Countries furthermore aim to reach <i>global peaking of greenhouse gas emissions as soon as possible</i> .	

8	EU White Paper: Roadmap to a single European transport area – towards a competitive and resource efficient transport system	<p>Presents the European Commission's vision for the future of the EU transport system and sets the policy for the next decade, identifying four vision statements:</p> <ul style="list-style-type: none"> • Growing transport and supporting mobility while reaching a 60% emissions reduction target; • An efficient core network for multimodal intercity travel; • A global level playing field for long-distance travel and inter-continental freight; and • Clean urban transport and commuting. 	The Strategic Transport Appraisal and RTS must recognise and reflect the EU's emphasis on carbon reduction and clean transport, as well as the policies set out for rail, air and sea travel which include completion of a single European sky, revision of airport slot regulation, innovation, technology and safety.
9	EC Air Quality Directive (2008/50/EC)	Sets legally binding limits for concentrations in outdoor air of major pollutants that impact upon public health such as particulates (PM10 and PM2.5) and nitrogen dioxide (NO ₂).	As emissions of these pollutants in urban areas are largely the result of transport, the Strategic Transport Appraisal and RTS must recognise this and identify ways of reducing transport's contribution to poor air quality, including traffic reduction measures and the promotion and facilitation of non-polluting modes of transport.
10	EC Environmental Noise Directive (2002/49/EC)	Sets actions to avoid, prevent or reduce the harmful effects of noise and aims at providing a basis for developing measures to reduce noise emitted by major sources, including road, rail and air traffic.	The Strategic Transport Appraisal and RTS must recognise transport's contribution to noise and seek to address this through developmental decisions and the facilitation and promotion of quiet modes of transport.

NATIONAL			
1	National Transport Strategy (NTS)	<p>Sets the Scottish Government's vision for transport: <i>An accessible Scotland with safe, integrated and reliable transport that supports economic growth, provides opportunities for all and is easy to use; a transport system that meets everyone's needs, respects our environment and contributes to health; services recognised internationally for quality, technology and innovation, and for effective and well-maintained networks; a culture where transport providers and planners respond to the changing needs of businesses, communities and users, and where one ticket will get you anywhere.</i></p> <p>Identifies 5 High Level Objectives:</p> <ul style="list-style-type: none"> • Promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise their efficiency; • Promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network; • Protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy; • Improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff; and • Improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport. <p>Establishes 3 strategic outcomes:</p> <ul style="list-style-type: none"> • Improved journey times and connections, to tackle congestion and lack of integration and connections in transport; • Reduced emissions, to tackle climate change, air quality, health improvement; and • Improved quality, accessibility and affordability, to give choice of public transport, better quality services and value for money, or alternative to car. 	<p>Transport projects should contribute to meeting the vision, objectives and outcomes of the NTS. The RTS must also reflect the vision, objectives and outcomes of the NTS and identify regional interventions, actions and policies that will contribute to the delivery of the national vision.</p>

2	Scottish Planning Policy (SPP)	<p>Identifies how land use planning matters should be addressed and sets out national policies for the planning system and the development and use of land. Establishes 4 outcomes, all of which transport will play a role in achieving:</p> <ul style="list-style-type: none"> • A successful, sustainable place; • A low carbon place; • A natural, resilient place; and • A more connected place. <p>In terms of transport, the planning system should support development which:</p> <ul style="list-style-type: none"> • optimises the use of existing infrastructure; • reduces the need to travel; • provides safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport; • enables the integration of transport modes; and • facilitates freight movement by rail or water. <p>Also emphasises the promotion of sustainable transport and active travel with the development of active travel networks, inclusion of electric vehicles and implementation of maximum parking standards.</p>	The RTS should be complementary and consistent with SPP, supporting the emphasis on reducing the need to travel, facilitating sustainable transport and active travel and enabling integration between modes. Strategic Transport Appraisal projects must also reflect this ethos.
3	National Planning Framework 3 (NPF3)	Sets the Scottish Government's development priorities for the next 20-30 years, identifying 14 national developments which support the development strategy, 3 of which are directly relevant to transport in the north east: Aberdeen Harbour extension at Nigg Bay; strategic enhancements to Aberdeen International Airport; and a National Long Distance Cycling and Walking Network.	The Strategic Transport Appraisal and RTS must reflect the Government's commitment to, and support the delivery of, these national developments.
4	Designing Streets	Encourages improvement in the quality of urban street design, stressing that this should derive from an intelligent response to location rather than the rigid application of standards. An appropriate balance must be struck between the needs of different user groups, and traffic capacity will not always be the primary consideration in designing individual roads and road layout.	Strategic Transport Appraisal projects and the RTS must recognise and reflect these guidance documents, encouraging any new and upgraded streets to conform to their principals.
5	National Roads Development Guide	Follows the principles introduced in Designing Streets with a change in policy from a standards-based approach to one where designers, planners and roads engineers collaborate to develop a design-led solution.	

6	A Long Term Vision for Active Travel in Scotland 2030	Sets out a vision for active travel: <i>Scotland's communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys. This helps people make healthy living choices and assists in delivering places that are happier, more inclusive and equal, and more prosperous. Travelling by foot or cycle, or with a personal mobility aid such as a mobility scooter, is a realistic option for all local journeys as individuals. People are confident to walk and cycle more often and they value and use their local transport networks (streets, roads and path networks), which offer safe, high quality, realistic and predictable journey options for active travel.</i>	The RTS must reflect the national vision for active travel and identify how these aspirations will be delivered at a regional level. Transport projects should support and facilitate walking and cycling wherever appropriate.
7	Cycling Action Plan for Scotland	Sets a vision for cycling that 10% of all trips in Scotland will be by bicycle by 2020 and identifies a series of actions to achieve this.	
8	Let's Get Scotland Walking: The National Walking Strategy	Sets a national vision for walking, of <i>A Scotland where everyone benefits from walking as part of their everyday journeys, enjoys walking in the outdoors and where places are well designed to encourage walking</i> , with 3 strategic aims: <ul style="list-style-type: none"> • Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being; • Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone; and • Enable easy, convenient and safe independent mobility for everyone. 	
9	Switched On Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles	Sets a vision that, by 2050, Scottish towns, cities and communities will be free from the damaging effects of petrol and diesel fuelled vehicles, building on the Government's commitment to the almost complete decarbonisation of road transport by 2050. Establishes an ambition that, from 2040, almost all new vehicles sold will be near zero emission at the tailpipe and that, by 2030, half of all fossil-fuelled vehicles will be phased out of urban environments.	The RTS must reflect this emphasis on alternative fuelled vehicles and demonstrate how the north east of Scotland can contribute to meeting the national vision and targets, while Strategic Transport Appraisal projects should reflect these aspirations.
10	Scotland's Road Safety Framework to 2020	Sets a vision to reduce the injury rate and the number of people killed on Scotland's roads and identifies commitments to achieve this, with casualty reduction targets. A mid-term review of the framework in 2016 identified 3 priority areas for further consideration: Speed (speed and motorcyclists), Age (pre-drivers, drivers aged 17-25 and older drivers) and Vulnerable Road Users (cyclists and pedestrians).	A safe transport system must remain a key priority of the RTS. Safety is a key criterion against which options are assessed during the Strategic Transport Appraisal, and many projects springing from the Appraisal will have safety benefits. In no circumstances should transport projects be promoted that will have safety disbenefits. In the North East of Scotland the aspiration for road safety is a 'Vision zero' of no road deaths.

11	Strategic Transport Projects Review (STPR)	Identifies the interventions to be designed, developed or delivered in Scotland between 2012 and 2032. Projects relevant to the north east include the AWPR, Haudagain roundabout improvements, Aberdeen to Inverness rail improvements and Aberdeen to Central Belt rail service enhancements.	A key outcome of the STA will be the opportunity to feed into the next iteration of the STPR and IIP and ensure the needs of the north east of Scotland are adequately represented when national priorities are set. The RTS will reflect and support these projects, with Nestrans acting as a key delivery partner for the successful implementation of nationally-important projects.
12	Infrastructure Investment Plan (IIP)	Provides an overview of the Scottish Government's plans for investment over the next decade. For transport, the IIP builds on the projects identified in the STPR, as well as new longer term projects such as the dualling of the A96 from Aberdeen to Inverness.	
13	Wildlife and Countryside Act 1981 (as amended)	Gives protection to listed species from disturbance, injury, intentional destruction or sale.	Transport projects should ensure that listed species are protected at all times.
14	The Nature Conservation (Scotland) Act 2004	Sets out measures to conserve biodiversity and protect and enhance the biological and geological natural heritage of Scotland. Places a general duty on all public bodies to further the conservation of biodiversity.	Transport projects should minimise or mitigate negative impact on species and their habitats.
15	Scotland's Biodiversity Strategy: It's in Your Hands	Sets a vision for the future health of Scotland's biodiversity.	
16	The Conservation (Natural Habitats, &c.) Regulations 1994 (as amended) The Conservation (Natural Habitats, &c.) Amendment (Scotland) Regulations 2007	Implement the Habitats and Birds Directive, providing for the: <ul style="list-style-type: none"> • Designation and protection of European sites (e.g. SACs); • Protection of European protected species from deliberate harm; and • Adaptation of planning and other controls for the protection of European sites. 	Transport projects must not adversely affect habitats and species protected under the Habitats and Birds Directives or negatively impact on protected sites.

17	Water Environment and Water Services (Scotland) Act 2003	Ensures that all human activity that can have a harmful impact on water is controlled.	Transport projects must not have adverse impacts on the water environment or prevent water bodies achieving good ecological status.
18	Water Environment (Controlled Activities) (Scotland) Regulations 2005	Implements the obligations of the Water Environment and Water Services (Scotland) Act and the requirements of the Water Framework Directive. Sets a framework for protecting the water environment that integrates the control of pollution, abstractions, dams and engineering activities in the water environment.	
19	SEPA, Groundwater Protection Policy for Scotland: Environmental Policy	Seeks to protect groundwater quality by minimising the risks posed by point and diffuse sources of pollution and to maintain the groundwater resource by influencing the design of abstractions and developments, which could affect groundwater quantity.	
20	Our Seas – a shared resource. High Level Marine Objectives	Sets of the government's vision for <i>clean, healthy, safe, productive and biologically diverse oceans and seas</i> , with the following objectives: <ul style="list-style-type: none"> • Achieving a sustainable marine economy; • Ensuring a strong, healthy and just society; • Living within environmental limits; • Promoting good governance; and • Using sound science responsibly. 	
21	Marine (Scotland) Act 2010	Provides a framework to help balance competing demands on Scotland's sea and introduces a duty to protect and enhance the marine environment, including measures to help boost economic investment and growth in areas such as marine renewables.	
22	The Flood Risk Management (Scotland) Act 2009	Measures include: <ul style="list-style-type: none"> • A framework for coordination and cooperation between all organisations involved in flood risk management; • Assessment of flood risk and preparation of flood risk management plans; • New responsibilities for SEPA, Scottish Water and local authorities in relation to flood risk management; • A revised, streamlined process for flood protection schemes; • New methods to enable stakeholders and the public to contribute to managing flood risk; and; • A single enforcement authority for the safe operation of Scotland's reservoirs. 	Transport infrastructure should not increase risk of flooding or expose members of the public to danger as a result of flood risk.
23	The Scottish Soil Framework (2009)	Promotes the sustainable management and protection of soils consistent with the economic, social and environmental needs of Scotland.	Transport projects must seek to protect soils from pollution.

24	The Clean Growth Strategy: Leading The Way To A Low Carbon Future	Articulates the UK Government's plans to cut carbon emissions to address climate change and drive economic growth, with <i>Accelerating the shift to Low Carbon Transport</i> one of the key policies. Commits to ending the sale of new conventional petrol and diesel cars and vans by 2040.	The RTS must respond to the Government's aim of phasing out conventionally-fuelled vehicles.
25	UK plan for tackling roadside nitrogen dioxide concentrations	Sets out the government's ambition for a better environment and cleaner air. Seeks to end the sale of conventional petrol and diesel vehicles by 2040.	
26	Climate Change (Scotland) Act 2009	Sets targets for a reduction in greenhouse gas emissions in Scotland of 42% by 2020 and 80% by 2050. One of the outcomes is the <i>Almost complete decarbonisation of road transport by 2050 with significant progress by 2030 through wholesale adoption of electric cars and vans, and significant decarbonisation of rail by 2050.</i>	While other sectors have seen a reduction in emissions since 1990, transport emissions (including international aviation and shipping) have continued to rise. Meeting the targets set out in the Act will therefore require a significant contribution from the transport sector, which currently accounts for about 26% of total Scottish carbon emissions. The RTS must demonstrate efforts to reduce transport emissions during its lifespan, while Strategic Transport Appraisal projects should aim for a net reduction in transport emissions.
27	Climate Change Delivery Plan	Sets out the measures required to meet the targets of the Act, a number of which affect the transport sector including: <ul style="list-style-type: none"> • Improvements in energy efficiency of petrol and diesel vehicles and increasing uptake of hybrid and electric engines with supporting infrastructure; • Smarter measures including reduced travel and modal shift to less carbon-intensive modes of transport such as public transport and active travel; • Demand management including road space reallocation; • Changes to the pattern of development to reduce the need to travel; and • Sustainable bio-fuels. 	

28	Climate Change Plan - The Third Report on Policies and Proposals 2017-2032	<p>Sets out how the Scottish Government will continue to reduce emissions over the period to 2032, including proposals and policies to reduce emissions from transport by 37% over the lifetime of the Plan. Contains commitments to phase out the sale of petrol or diesel cars or vans by 2032, introduce Low Emission Zones in Scottish cities and make towns and cities friendlier for pedestrians and cyclists. Identifies the following policy outcomes- by 2032:</p> <ul style="list-style-type: none"> • Average emissions per km of new cars and vans registered in Scotland to reduce in line with current and future EU/UK vehicle emission standards; • Proportion of ultra-low emission new cars and vans registered in Scotland annually to reach 100%; • Average emissions per tonne km of road freight to fall by 28%; • Proportion of the Scottish bus fleet which are low emission vehicles to increase to 50%; • Low emission solutions to be widely adopted at Scottish ports and airports; • Proportion of ferries in Scottish Government ownership which are low emission to increase to 30%; • Electrification of 35% of the Scottish rail network; and • Proportion of total domestic passenger journeys travelled by active travel modes to increase, in line with Active Travel Vision, including the Cycling Action Plan for Scotland vision that 10% of everyday trips will be by bike by 2020. 	The RTS must recognise and reflect commitments to further reduce transport-related emissions by 2032, and the growing emphasis on low emission vehicles and zones. Projects identified within the Strategic Transport Appraisal projects should aim for a net reduction in transport emissions.
29	UK Air Quality Strategy (2007)	Seeks to render polluting emissions harmless. Sets objectives for protecting human health to be included in regulations for the purposes of Local Air Quality Management relating to concentrations of, amongst others, carbon monoxide, lead, nitrogen dioxide, ozone and particulates.	Transport projects should demonstrate environmental sustainability, particularly an ability to reduce emissions from transport and to contribute to improving air quality.
30	Air Quality (Scotland) Regulations	Specifies the pollutants that require assessment by local authorities in Scotland, the objectives that require to be achieved and expected compliance dates.	
31	Let's Make Scotland More Active: A Strategy for Physical Activity	Aims to increase the proportion of people in Scotland who are physically active.	Recognising that transport choices impact on physical activity levels, projects should look to maximise opportunities for people to walk and cycle for everyday journeys. The RTS must continue to seek to increase the number of journeys undertaken by walking and cycling (both as a means of travel and for recreation) at the expense of sedentary forms of transport.
32	Preventing Overweight and Obesity in Scotland: A Route Map Towards Healthy Weight	Sets the direction of national and local government decision making to avoid the consequences of obesity and aims for the majority of people in Scotland to be in a normal weight range. One of the intervention categories is Energy Expenditure, with <i>increasing opportunities for the uptake of walking, cycling and physical activity in our daily lives and minimising sedentary behaviour</i> identified as a priority.	

33	Scotland's Economic Strategy	Identifies 6 priorities to accelerate economic recovery, drive sustainable economic growth and develop a more resilient and adaptable economy. Transition to a low carbon economy is an essential element within all of these. Recognises that an efficient transport system is key to enhancing productivity and delivering sustainable growth.	Economic growth is the key aspiration of the CRD from which the Strategic Transport Appraisal springs, therefore projects will require to demonstrate clear and robust economic benefits in order to be recommended for implementation.
34	Scotland's Cities: Delivering for Scotland	Sets a vision for <i>a Scotland where our cities and their regions power Scotland's economy for the benefit of all</i> . Recognises that good connectivity within and between cities and their regions is key and the importance of international connections via air and high speed rail. Specific reference is made to the importance of inter-urban connectivity across road and rail resulting in better travel choices and improved journey times, particularly a reduction in journey times between Aberdeen and Inverness and Aberdeen and the Central Belt. The importance of low carbon transport, utilising new technologies and intelligent transport systems, is also highlighted.	The RTS will reiterate the role that transport can play in stimulating economic growth and, as well as reflecting Strategic Transport Appraisal outcomes, will identify further measures to contribute to the development of an efficient and low-carbon transport system.
35	Scottish Historic Environment Policies	Provides a framework for more detailed strategic and operational policies for managing the historic environment	Transport projects should not undermine the historic environment but seek to enhance this where possible. The RTS should contribute to the management of the historic environment in a sustainable way which avoids adverse impacts as a result of new development.
36	The Planning (Listed Buildings and Conservation Areas) Act 1997	Prescribes the approach to be taken in planning for listed buildings, conservation areas and designed landscapes and gardens.	Listed buildings, conservation areas and designed landscapes and gardens should not be adversely affected by transport projects.
37	All Our Futures: Planning for a Scotland with an Ageing Population	Provides a strategic approach which considers how best to respond to and plan for a Scotland with an ageing population.	The RTS must consider the needs of an ageing population in its strategic actions.
38	Equality Act 2010	Sets a framework which protects individuals from unfair treatment and promotes a fair and more equal society.	Transport projects should benefit all members of society and ensure that no protected groups are disadvantaged.
39	Scotland's Zero Waste Plan (2010)	Outlines key objectives in relation to waste prevention, recycling and reducing the amount of waste sent to landfill. Proposes targets for Scotland's waste. Provides a vision for Scotland where all waste is seen as a resource; waste is minimised; valuable resources are not disposed of in landfills, and most waste is sorted, leaving only limited amounts to be treated.	The RTS should be aware of the implications of transporting waste and should support the Strategic Development Plan in ensuring that these considerations are taken into account in the location and operation of waste management facilities.

REGIONAL AND LOCAL			
1	Regional Economic Strategy	<p>Provides a vision and strategy for the future of the North East of Scotland's economy, with 4 key strands: Investment in Infrastructure, Innovation, Inclusive Economic Growth and Internationalisation. Recognises that rapid population and economic growth has put significant pressure on transport infrastructure and that public investment has not kept pace with the demands placed on it, resulting in relatively poor transport links. Objectives relevant to transport include:</p> <ul style="list-style-type: none"> • To develop infrastructure for commuter, visitor and freight transportation – nationally and internationally; and • To improve deployment of low carbon transport in the city and urban areas, through active travel networks. 	<p>The Strategic Transport Appraisal is a key CRD project, therefore must reflect the aspirations of the Economic Strategy and the CRD. A key outcome of the Appraisal will be a programme of recommended infrastructure improvements that will facilitate continued economic growth and diversification, in support of the Economic Strategy. The RTS will also contribute to economic regeneration by identifying the role that transport can play in economic development and setting out policies and actions that will be pursued to achieve this.</p>
2	Aberdeen City Region Deal (CRD)	<p>One delivery mechanism for the regional economic vision. Outlines a commitment (including financial commitments) from the UK Government, Scottish Government and local leaders to work together to address the economic challenges facing the region and capitalise on the substantial opportunities. The Strategic Transport Appraisal is as a key strand of this, identifying regional transport requirements over the next 20 years in order to facilitate the level of growth envisaged by the CRD.</p>	
3	Aberdeen City and Shire Strategic Development Plan (SDP)	<p>Presents a spatial strategy for the region, identifying three strategic growth areas which will comprise the main focus of future development in the region. Proposes to significantly increase the region's population to 480,000 by 2030 and 500,000 by 2035.</p>	<p>The level of growth aspired to in the region will have a significant impact on the transport network as the number and pattern of trips increases and changes. The Strategic Transport Appraisal and the RTS must recognise and reflect these growth aspirations, as one of the key aims of both is to facilitate and support growth by identifying measures and recommending solutions to ensure that new trips on the network can be accommodated, and accommodated sustainably so that transport limitations are not a barrier to growth.</p>
4	Aberdeen Local Development Plan 2019	<p>Presents spatial strategies for the local authority areas in line with the SDP, and the policies by which development will be guided</p>	
5	Aberdeenshire Local Development Plan 2018		

6	Nestrans Regional Transport Strategy (RTS)	<p>The current RTS sets a vision for transport in the north east to 2025 with 4 strategic objectives:</p> <ul style="list-style-type: none"> • Economy: To enhance and exploit the north east's competitive economic advantages, and reduce the impacts of peripherality; • Accessibility, Safety and Social Inclusion: To enhance choice, accessibility and safety of transport for all in the north east, particularly for disadvantaged and vulnerable members of society and those living in areas where transport options are limited; • Environment: To conserve and enhance the north east's natural and built environment and heritage and reduce the effects of transport on climate, noise and air quality; and • Spatial Planning: To support transport integration and a strong, vibrant and dynamic city centre and town centres across the north east. 	<p>Strategic Transport Appraisal projects should accord with the existing RTS. At the same time, Appraisal outcomes will inform the development of the next RTS.</p>
7	Aberdeen Local Transport Strategy (LTS)	<p>Sets out the policies and interventions adopted by Aberdeen City Council to guide the planning and improvement of the local transport network over the next five years. Identifies 5 aims:</p> <ul style="list-style-type: none"> • A transport system that enables the efficient movement of people and goods; • A safe and more secure transport system; • A cleaner, greener transport system; • An integrated, accessible and socially inclusive transport system; and • A transport system that facilitates healthy and sustainable living. <p>Sets outcomes – by 2021 Aberdeen's transport system should have:</p> <ul style="list-style-type: none"> • Increased modal share for public transport and active travel; • Reduced the need to travel and reduced dependence on the private car; • Improved journey time reliability for all modes; • Improved road safety within the City; • Improved air quality and the environment; and, • Improved accessibility to transport for all. 	<p>Strategic Transport Appraisal projects should reflect the vision, aims and outcomes of both the Aberdeen City and Aberdeenshire LTS.</p> <p>Any significant change in direction of the RTS will require to be reflected in future LTS updates.</p>

8	Aberdeenshire Local Transport Strategy (LTS)	<p>Sets out how the Council will cater for the needs of all transport users across the region, ensuring that existing resources are used and developed to their full potential. Includes the following aims:</p> <ul style="list-style-type: none"> • Reduce Non-Sustainable Journeys; • Increase Active Travel; • Make Travel More Effective; • Improve Health; and • Reduce Carbon Emissions from Transport, <p>and objectives:</p> <ul style="list-style-type: none"> • Promote Sustainable Economic Growth; • Promote Social Inclusion and Accessibility; • Protect the Environment; • Improve Safety; and • Improve Integration. 	
9	Nestrans Bus Action Plan (BAP)	Presents a programme of actions to achieve the bus proposals set out in the RTS, including infrastructure, information and ticketing proposals.	Strategic Transport Appraisal projects should support aspirations for bus travel identified in the BAP and identify projects to increase the number of bus service and improve bus journey times and hence bus patronage. A revised RTS will set the context for any future iterations of the BAP.
10	Fares and Ticketing Strategy for Aberdeen City and Shire	Sets out in detail how certain bus aspirations of the RTS and BAP will be met, with an aim: <i>to work in partnership with operators to ensure that the travelling public are aware of, and have on offer, fares which represent value for money and ticket options which reflect their travel patterns.</i>	A revised RTS will set the context for any future revision of the Fares and Ticketing Strategy.
11	Nestrans Rail Action Plan	Identifies current issues and problems associated with rail travel in the north east and to/from the north east, and measures to address these.	Strategic Transport Appraisal projects should support aspirations for rail travel identified in the Rail Action Plan, identifying projects with the potential to increase and improve rail services, and hence increase rail patronage, to, from and within the region. A revised RTS will set the context for any future iterations of the Rail Action Plan.
12	Nestrans Freight Action Plan	Identifies how Nestrans and partners can assist in the delivery of more effective and efficient freight operations for the benefit of the north east of Scotland.	Strategic Transport Appraisal projects should support aspirations for freight movements identified in the Freight Action Plan. A revised RTS will set the context for any future iterations of the Plan.
13	Nestrans' Regional Parking Strategy	Sets out a policy framework under which actions can be delivered at a local level to ensure that the provision, management and control of parking in the region	The Parking Strategy seeks to complement and support the objectives of the RTS, in terms of stimulating economic activity, ensuring access to services,

		works towards and supports the wider objectives of the RTS and the LTSs of Aberdeen City and Aberdeenshire.	managing demand and encouraging the use of more sustainable modes. Any new iteration of the RTS would set the context for any future revision of the Parking Strategy.
14	Aberdeen Strategic Car Parking Review	<p>Looks at the potential for car parking to act as a demand management tool in Aberdeen City Centre to support aspirations to deliver the City Centre Masterplan and post-AWPR Roads Hierarchy. Aims to <i>Undertake a review of strategic car parking across the City to consider the complex relationship of parking in the City centre with the City's economic, social and environmental wellbeing and how well the current provision of on and off-street parking (whether operated by the public or private sector) fits with ACC's strategic transport and land use plans.</i> Identifies the following objectives:</p> <ul style="list-style-type: none"> • A car parking policy for Aberdeen that advocates appropriate use of parking in the City centre, with parking prioritised for short stay shoppers and visitors rather than long stay commuters, and which complements wider transport and economic policies of ACC. • A car parking policy for Aberdeen that aligns with the approved Roads Hierarchy and facilitates routing to appropriate car parks in the City centre through the use of technology. • Provide high quality car parking that is accessible to all users and is inclusive of their needs. • Provide flexible parking provision which can adapt to suit events and occasions of demand occurrences. • A car parking policy for Aberdeen that supports a reduction in traffic in line with various policies for changing the modal split of access into the City centre and increasing the mode share of those using collective transport, walking and cycling within the City centre. • A car parking policy for Aberdeen that complements a wider suite of demand management measures promoted by ACC. • A car parking policy for Aberdeen that helps to promote City centre Living for existing and future residents, realising opportunities to enhance public realm and the walkability and liveability of Aberdeen City centre • Examine the establishment of a sustainable business model for ACC parking assets including consideration of tenant parking needs. 	The Strategic Transport Appraisal and RTS must progress with Aberdeen's future car parking aspirations (and the implications of these) in mind and ensure that any projects recommended for implementation do not contradict or undermine any aspirational or approved car parking policies.
15	Aberdeen City, Aberdeenshire and Moray Road Safety Plan	Identifies strategies to assist in the monitoring of performance in reducing casualties.	A safe transport system must continue to be a key priority of the RTS. Safety is a key criteria against which options are assessed during the Strategic Transport Appraisal. Many projects resulting from the Appraisal will

16	North East Scotland Road Casualty Reduction Strategy	Sets a vision of: <i>A future where no one is killed on North East roads and the injury rate is much reduced.</i> Identifies 3 priority areas where activities will be focussed upon locally: Speed (speed and motorcyclists), Age (pre-drivers, drivers aged 17-25, older drivers) and Vulnerable Road Users (cyclists and pedestrians). Identifies a series of actions to achieve the desired outcomes, encompassing Education, Enforcement, Engineering, Encouragement and Evaluation measures.	have significant safety benefits. In no circumstances should will be promoted that have safety disbenefits.
17	Nestrans Active Travel Action Plan	Sets out a vision of an environment in which walking and cycling are convenient, safe, comfortable, healthy and attractive travel choices for everyday journeys and identifies a strategic network of active travel routes, linking Aberdeen City and the main towns of Aberdeenshire, to be developed.	Transport projects should support the aspirations for active travel identified in the Action Plans by looking to enhance opportunities for active travel in all schemes. A revised RTS will set the context for any future iterations of regional and local Active Travel Action Plans.
18	Aberdeen Active Travel Action Plan	Identifies the policies and design principles that ACC will abide by and a series of actions and interventions that will be pursued in order to increase the proportion of journeys undertaken by active travel and to contribute to meeting the vision set out in the Nestrans plan.	
19	Aberdeenshire Walking and Cycling Action Plan	Sets out the policies and actions that the Council will adopt to achieve increased walking and cycling.	
20	Health and Transport Action Plan (HTAP)	Sets out visions for: <ul style="list-style-type: none"> Transport and Public Health – <i>For people in Grampian to choose to travel by active modes, and For everyone in the region to live without unacceptable risk to their health caused by the transport network or its use.</i> Health and Social Care – <i>For everyone in the region to be able to access the health and social care they need, and For the environmental impacts of journeys to be minimised.</i> 	Transport projects should recognise HTAP's emphasis on facilitating active travel and reducing harmful emissions and look to incorporate walking and cycling measures and measures to reduce emissions in all schemes where practical. The RTS must reflect aspirations for improving access to healthcare and investigate ways of addressing and improving current issues. Any new iteration of the RTS could set the context for any future revision of HTAP.
21	The Strategy for an Active Aberdeen 2016-2020	Looks to increase the number of people participating in sport and physical activity (including active commuting) and invest in infrastructure that allows them to do so.	Strategic transport projects and the RTS should look to enhance opportunities for active commuting.
22	Aberdeen Core Paths Plan	Identify a network of paths for the purpose of giving the public reasonable access throughout the area.	Transport projects and the RTS should look to protect and enhance the core path network wherever possible.
23	Aberdeenshire Core Paths Plan		
24	Aberdeen Open Space Strategy	Sets a strategic vision (<i>A network of attractive, appealing, well connected community places. Places for everyone to enjoy for health, learning, recreation and nature</i>), aims and objectives for open space in Aberdeen to ensure the city has enough accessible and good quality open space.	Transport projects and the RTS should seek to protect areas of open space, enhance open and green space networks and improve accessibility to such networks where there are opportunities to do so.

25	Aberdeenshire Parks and Open Spaces Strategy	Sets a vision to: <i>provide high quality multi-functional open space that is easily accessible, safe, welcoming, rich in biodiversity and sustainably managed for the future; which encourages a sense of belonging, and enhances the quality of life of those people who live, work in and visit Aberdeenshire.</i>	
26	Aberdeenshire Forestry and Woodland Strategy	Presents the key issues and opportunities in relation to forestry and woodlands in the region, and aims to inform the location, design and management of these highly valued features.	Transport projects and the RTS should seek to support, and not conflict with, forestry and woodland priorities.
27	Aberdeen Air Quality Action Plan	Recommends a range of initiatives to address air quality problems, focussing on increasing awareness, promoting sustainable transport, reducing the need to travel, improving traffic management and transport infrastructure, and proposals for a Low Emission Zone.	Transport is currently responsible for up to 90% of air quality problems on some corridors in Aberdeen and is one of the highest contributors to greenhouse gas emissions. The contribution of transport to air quality problems must therefore be recognised in the RTS which must identify measures to address this. Transport projects should seek to achieve emissions reductions, especially in Air Quality Management Areas, and should certainly not contribute to a further deterioration in air quality in these areas.
28	Aberdeen Agglomeration Noise Action Plan	Describes how obligations under the Environmental Noise Directive will be delivered locally. Identifies Noise Management Areas (NMAs) and Quiet Areas (QAs) which will be offered protection from a deterioration in noise quality and an increase in noise from adjacent land uses or new development.	Transport (road and rail) is responsible for unacceptable noise levels in all of Aberdeen's NMAs. Transport projects should therefore avoid increasing noise in NMAs and QAs. The RTS must promote initiatives to limit transport noise, primarily through continued promotion of quiet (non-motorised) transport.
29	Aberdeen City Region Hydrogen Strategy and Action Plan	Focusses on promoting hydrogen as a low carbon alternative to fossil fuels and as an energy vector to facilitate the deployment of renewable energy sources, with a focus on transport applications. Aims to <i>reinforce our place, now and in the future as the energy city by further enhancing the region's economic competitiveness, maximising the capacity and value of renewable energy and giving greater energy security by being at the forefront of a hydrogen economy.</i>	The RTS must recognise and reflect ACC's commitment to the further deployment of hydrogen technology in transport.
30	Powering Aberdeen: Aberdeen's Sustainable Energy Action Plan (SEAP)	Has a vision: <i>By 2030 Aberdeen is a vibrant, world class city which is an attractive and sustainable place to live and do business. The economy has diversified and is supported by efficient, low emission buildings and transport infrastructure. The health and wellbeing of citizens continues to improve and fuel poverty has been eliminated. Emissions have reduced by at least 50%.</i> In relation to transport, contains an aim to attain a low emission society by expanding the Car Club and hydrogen networks, increasing modal share for public transport and active travel, increasing the use of clean fuels and developing infrastructure that increases mobile working and digital connectivity.	The RTS must recognise and reflect ACC's aspirations to become a low emission society and continue to support efforts to encourage a greater uptake of clean and sustainable forms of transport.

31	Aberdeen Strategic Infrastructure Plan (SIP)	Focuses on the development of the enabling infrastructure needed to realise the City's growth aspirations. Identifies key projects to deliver infrastructure to enable growth, the main areas where there are deficiencies and the actions to be taken to address the gaps in the shorter and longer term. Transport and Connectivity is identified as one of the main barriers to growth, and commitment is made to delivering improvements at South College Street and Berryden, developing an Access from the South strategy, and examining the feasibility of Cross-City Transport Connections.	The Strategic Transport Appraisal and the must take cognisance of the commitments in the SIP, contribute to the successful delivery of these where possible and identify ways of taking advantage of and building upon this new infrastructure, in order to deliver further transport improvements in the future.
32	Aberdeen City Centre Masterplan (CCMP) and Sustainable Urban Mobility Plan (SUMP)	The CCMP identifies a range of projects to contribute towards the regeneration of the City Centre, supported by a SUMP that describes how the transport elements of the Masterplan could be taken forward. Proposed projects include: pedestrianisation schemes, an enhanced walking and cycling environment and public transport priority measures.	The Strategic Transport Appraisal and RTS must acknowledge committed improvements and aspirations of the CCMP and SUMP, ensuring projects recommended for implementation enhance and support these.
33	Aberdeen Roads Hierarchy	Sets a policy context, agreed in principle, for future transport planning in Aberdeen and to form the basis for identifying future projects. Identifies the following objectives: <ul style="list-style-type: none"> • To create a city centre that is better for walking and cycling; • To reduce bus journey times to make them more competitive with car journey times; • Improve reliability to make public transport more attractive; • Increase use of public transport and active travel, such as walking and cycling; • To ensure effective and efficient movement of goods to the city centre and access to the harbour; and • To reduce the number and severity of road traffic incidents e.g. collisions. 	Projects resulting from the Strategic Transport Appraisal must bear the principles of the Roads Hierarchy in mind, as well as any specific projects recommended for implementation as the future hierarchy becomes more clearly defined. The RTS will have to reflect the new policy context within Aberdeen City.
34	North East of Scotland Local Biodiversity Action Plan	Ensures the protection and enhancement of biodiversity through the development of effective local working partnerships. Seeks to ensure that national targets for species and habitats are translated into effective local action.	Transport projects and the RTS must seek to promote and protect biodiversity and seek opportunities for enhancement where appropriate.
35	River Dee Catchment Management Plan	Records the current state of the Dee catchment, including water quality, the type and extent of habitats and species, and important land management activities. Identifies key issues and potential solutions.	Transport projects and policies should not conflict with the River Dee Catchment Management Plan.
36	Aberdeen City Nature Conservation Strategy	Aims to <i>conserve Aberdeen City's natural heritage for the benefit of our biodiversity, citizens and visitors, for current and future generations</i> , and identifies a vision that: <i>The City of Aberdeen is recognised for taking a lead in nature conservation.</i>	Transport projects and the RTS must not conflict with conservation objectives.

37	Aberdeen Local Outcome Improvement Plan (LOIP)	<p>Outlines a vision for Aberdeen of <i>a place where all people can prosper</i>, and 3 themes through which this vision will be delivered (Economy, People and Place). References transport within 2 'primary drivers':</p> <ul style="list-style-type: none"> • We will develop infrastructure for commuter, visitor and freight transportation; and • We will improve deployment of low carbon transport in the city and urban areas, through active travel networks. 	<p>Nestrans is a lead partner in delivery of the LOIP, with the RTS listed as a supporting strategy, The RTS must ensure therefore that it is aligned with the vision and aims of the LOIP and contributes to the delivery of those primary drivers relevant to transport. The Strategic Transport Appraisal also has a significant role to play in terms of identifying the required infrastructure.</p>
38	Aberdeenshire Local Outcome Improvement Plan (LOIP)	<p>Identifies where the Community Planning Partnership will focus action in order to address complex and stubborn issues, with one of the priorities being 'Connected and Cohesive Communities'. Recognises that access to transport is critical, while transport is also an <i>enabler</i> for the delivery of a range of key outcomes.</p>	<p>The RTS must ensure it reflects the aims and objectives of the Aberdeenshire LOIP.</p>

Appendix B: Baseline environmental data, targets and trends affecting north east Scotland

Air & Climatic Factors

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Carbon dioxide (CO ₂) emissions (kt)	<p>Aberdeen: 2011 – 1,563 2012 – 1,654 2013 – 1,570 2014 – 1,405 2015 – 1,335</p> <p>Aberdeenshire: 2011 – 1,993 2012 – 2,096 2013 – 1,963 2014 - 1,800 2015 – 1,792</p>	<p>Scotland: 2011 – 39,080 2012 – 40,729 2013 – 38,291 2014 – 33,301 2015 – 32,742</p> <p>The Climate Change (Scotland) Act (2009) requires a 42% fall in emissions by 2020 and an 80% reduction by 2050. The 2020 target was met in 2014.</p> <p>The 'Climate Change Plan - The Third Report on Policies and Proposals 2017-2032' includes proposals to reduce emissions from transport by 37% over the lifetime of the Plan.</p>	<p>Although experiencing a degree of fluctuation, emissions have generally been reducing both locally and nationally since 2012.</p> <p>However, in 2017 transport overtook energy to become Scotland's primary source of climate change-causing carbon emissions, with little sign of a downward trend.</p>	<p>Transport is a significant contributor to CO₂ emissions and, contrary to emissions overall, have been increasing in the region in recent years.</p> <p>Aberdeen: 2011 – 322 2012 – 320 2013 – 318 2014 – 323 2015 - 325</p> <p>Aberdeenshire : 2011 – 606 2012 – 600 2013 – 602 2014 – 618 2015 - 629</p> <p>With Scotland's commitments to cutting CO₂ emissions, both through national policy and international agreements, it seems the emissions contribution of transport is going to increasingly come under the spotlight.</p>	<p>2005 to 2015 UK local and regional CO₂ emissions, https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-2015 (Published June 2017)</p>

				Future transport projects should therefore seek to reduce emissions from transport.	
Per Capita CO ₂ Emissions (kt)	<p>Aberdeen: 2011 – 7.0 2012 – 7.4 2013 – 6.9 2014 – 6.1 2015 – 5.8</p> <p>Aberdeenshire: 2011 – 7.9 2012 – 8.2 2013 – 7.6 2014 – 6.9 2015 – 6.8</p>	<p>Scotland: 2011 – 7.4 2012 – 7.7 2013 – 7.2 2014 – 6.2 2015 – 6.1</p> <p>Targets as above.</p>	Subject to annual fluctuations but overall trend is a decline, both locally and nationally.	Transport is a significant contributor to per capita emissions. While figures for Aberdeen are below the Scottish average, Aberdeenshire emissions are above average.	As above.
Road Transport CO ₂ emissions (kt)	<p>Aberdeen: 2011 – 298.8 (19.1% of total emissions) 2012 – 297.1 (18.0%) 2013 – 294.1 (18.7%) 2014 – 298.3 (21.2%) 2015 – 299.6 (22.4%)</p> <p>Aberdeenshire : 2011 – 597.5 (30.0%) 2012 – 591.1 (28.2%) 2013 – 593.3 (30.2%) 2014 – 609.3 (33.38%) 2015 – 620.2 (34.6%)</p>	<p>Scotland: 2011 – 10,210.3 (26.1%) 2012 – 10,098.2 (24.8%) 2013 – 10,024.9 (26.2%) 2014 – 10,166.5 (30.5%) 2015 – 10,318.7 (31.5%)</p> <p>Targets as above.</p>	Transport emissions, and transport emissions as a proportion of total emissions, are rising both locally and nationally.	The contribution of transport as a proportion of total emissions is lower in Aberdeen City and higher in Aberdeenshire than the figures for the whole of Scotland.	As above

<p>Air quality (NO₂) (µg/m³)</p>	<p>Aberdeen: <u>Errol Place</u> 2012 – 21 2013 – 20 2014 – 21 2015 – 23 2016 - 21 <u>Union Street</u> 2012 – 53 2013 – 48 2014 – 47 2015 - 46 2016 - 43 <u>Market Street</u> 2012 – 44 2013 – 43 2014 – 40 2015 – 36 2016 - 34 <u>Anderson Drive</u> 2012 – 30 2013 – 22 2014 – 26 2015 – 22 2016 - 21 <u>Wellington Road</u> 2012 – 59 2013 – 52 2014 – 48 2015 – 40 2016 - 46 <u>King Street</u> 2012 – 29 2013 – 28 2014 – 27 2015 - 28 2016 - 28</p>	<p>Target - EU annual mean limit value (40 µg/m³).</p>	<p>Aberdeen – general trend is fluctuation.</p> <p>Errol Street/King Street – fluctuating; little overall change.</p> <p>Union Street/Market Street - consistent decline since 2012.</p> <p>Anderson Drive – fluctuating but declining since 2014.</p> <p>Wellington Road – increase in 2016 after years of decline.</p> <p>Aberdeenshire - Similarly fluctuating picture with few discernible trends, although all stations but one noted a fall in emissions between 2014 and 2015.</p>	<p>Aberdeen: Regular exceedances of the annual mean limit value are observed at 3 the 6 monitoring stations (although only 2 exceedances in 2016).</p> <p>The location of the Harbour is a driver of poor air quality in the City Centre.</p> <p>Implementation of the Aberdeen City Centre Masterplan may have a positive impact on City Centre air quality.</p> <p>Traffic growth arising from new development may be a constraining factor in the future.</p> <p>Aberdeenshire: fluctuations, although no exceedances of the EU annual mean limit at any of the monitoring stations.</p> <p>Future transport projects should seek to improve, or at least minimise their impact on, air quality.</p>	<p>2017 Air Quality Annual Progress Report For Aberdeen City Council, http://www.aberdeencity.gov.uk/planning_environment/environmental/air_quality/air_AirQuality.asp (Published June 2017)</p> <p>2016 Air Quality Annual Progress Report For Aberdeenshire Council, https://www.aberdeenshire.gov.uk/environment/environmental-protection/atmospheric-pollution/ (Published June 2017)</p>
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	<p>Aberdeenshire:</p> <p><u>Inverurie 1</u> 2012 – 34.9 2013 – 33.1 2014 – 34.9 2015 – 31.9 2016 – 31.5</p> <p><u>Inverurie 2</u> 2012 – 8.9 2013 – 8.5 2014 – 11.3 2015 – 9.4 2016 – 10.5</p> <p><u>Inverurie MC</u> 2016 – 31.0</p> <p><u>Inverurie 21HS</u> 2016 – 28.2</p> <p><u>Westhill 2</u> 2012 – 22.3 2013 – 22.6 2014 – 25.1 2015 – 21.2 2016 – 22.4</p> <p><u>Stonehaven 1</u> 2011 – 22.4 2012 – 23.8 2013 – 21.7 2014 – 23.1 2015 – 20.1</p> <p><u>Ellon 1</u> 2013 – 22.6 2014 – 23.4 2015 – 20.8 2016 – 26.2</p> <p><u>Ellon 3</u> 2013 – 26.3</p>				
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	<p>2014 – 26.9 2015 – 23.9 2016 – 24.3 <u>Ellon 4</u> 2013 – 21.0 2014 – 22.1 2015 – 19.8 2016 – 23.1 <u>Peterhead 1</u> 2011 – 23.3 2012 – 22.1 2013 – 21.5 2014 – 24.8 2015 – 22.4 <u>Peterhead 2</u> 2012 – 29.3 2013 – 27.5 2014 – 30.0 2015 – 28.3 2016 – 23.0 <u>Peterhead 3</u> 2011 – 24.3 2012 – 25.5 2013 – 21.2 2014 – 22.4 2015 – 22.0 <u>Peterhead 4</u> 2012 – 22.4 2013 – 28.5 2014 – 25.3 2015 – 22.5 2016 – 21.4</p> <p><u>Merchants Quay</u> 2014 – 36.8 2015 – 29.6</p>				
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	<u>Fishmarket</u> 2014 – 38.0 2015 – 35.4 <u>Peterhead Bath House</u> 2014 – 32.2 2015 – 31.4 2016 – 26.6 <u>Merchant Street 1</u> 2014 – 28.1 2015 – 28.1 2016 – 25.4 <u>Merchant Street 2</u> 2014 – 28.1 2015 – 24 <u>Peterhead MC</u> 2016 – 9.8 <u>Peterhead SR</u> 2016 – 9.7 <u>Inverbervie 1</u> 2016 – 20.3				
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<p>Air quality (PM10) ($\mu\text{g}/\text{m}^3$)</p>	<p><u>Errol Place</u> 2012 – 12 2013 – 13 2014 – 15 2015 – 12 2016 - 12 <u>Union Street</u> 2012 – 21 2013 – 20 2014 – 18 2015 – 17 2016 - 13 <u>Market Street</u> 2012 – 23 2013 – 26 2014 – 26 2015 – 19 2016 - 12 <u>Anderson Drive</u> 2012 – 15 2013 – 15 2014 – 15 2015 – 13 2016 – 12 <u>Wellington Road</u> 2012 – 23 2013 – 22 2014 – 21 2015 – 20 2016 - 16 <u>King Street</u> 2012 – 19 2013 – 19 2014 – 19 2015 - 17 2016 - 16</p>	<p>2010 annual mean Scottish Objective - 18 $\mu\text{g}/\text{m}^3$</p>	<p>Although local fluctuations are evident, all sites have seen a decline in, or stabilisation of, PM10 emissions since 2012.</p>	<p>Regular exceedances of the annual mean limit value have been observed at 4 the 6 monitoring stations in recent years.</p> <p>However, 2016 was the first year in which no exceedances were observed at any of the monitoring stations.</p>	<p>2017 Air Quality Annual Progress Report For Aberdeen City Council, http://www.aberdeencity.gov.uk/planning_environment/environmental/air_quality/air_AirQuality.asp (Published June 2017)</p>
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Water

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Quality of water bodies (Ground water)	2012: 39 good, 9 poor 2013: 38 good, 10 poor 2014: 38 good, 10 poor	The Water Framework Directive requires that all waterbodies are of good ecological status, or similar objective, by 2015.	Very little change in ground water quality in recent years; water quality is good on the whole.	It is important that development, including development of transport infrastructure, does not prevent water bodies achieving good ecological status.	Scotland's Environment – interactive maps, http://www.environment.scotland.gov.uk/get-interactive/data/groundwater/ Accessed June 2017
Quality of water bodies (Coastal)	2012 – 5 high, 9 good, 1 moderate 2013 – 8 high, 6 good, 1 moderate 2014 – 8 high, 6 good, 1 moderate		Improvements in coastal water quality in recent years.		
Quality of water bodies (Rivers and Lochs)	2012 – 66 high, 56 good, 65 moderate, 65 poor, 1 bad 2013 – 50 high, 90 good, 45 moderate, 9 poor 2014 – 51 high, 82 good, 52 moderate, 9 poor		River and loch quality variable.		
Quality of water bodies (Estuaries)	2012 – 5 high, 1 moderate 2013 – 5 high, 1 moderate 2014 – 5 high, 1 moderate		No change. Estuary water quality generally good.		

Land and Soil

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Land contamination	<p>No land within Aberdeen City is determined as 'Contaminated Land' under Part IIA of the Environmental Protection Act 1990.</p> <p>There are 4 statutorily identified contaminated sites in Aberdeenshire.</p>	<p>The total number of sites affected by contamination within Scotland is difficult to judge accurately as individual local authorities use a variety of assessment methods. However, it is estimated that approximately 67,000 sites (82,034 hectares) could be affected by land contamination.</p>	No trend.	<p>Contaminants may escape from development sites and cause land pollution and, in some cases, may damage buildings and underground services, and contaminate the food chain.</p> <p>Places financial and technological constraints on development.</p> <p>Transport development should not contribute to land pollution.</p> <p>Regime is in place to deal with contaminated sites therefore this position should improve in the future.</p>	<p>Aberdeen City Council website, http://www.aberdeencity.gov.uk/planning_environment/environmental/environmental_health/polluted_land.asp. Accessed June 2017</p> <p>Aberdeenshire Council, Public Register of Contaminated Land, https://www.aberdeenshire.gov.uk/media/17044/public-register-of-contaminated-land-index-nov11.pdf Accessed June 2017</p>
Prime agricultural land	<p>Aberdeen contains very little prime agricultural land. Aberdeenshire's prime agricultural land is concentrated in central and southern Aberdeenshire, although this is forecast to increase significantly and be more dispersed by 2050.</p>	<p>Net loss of Scottish agriculture land from roads, housing and industry has increased in recent years.</p>	<p>Climate change could increase the level of prime agricultural land in Scotland, however this may cause conflicts with sites of high biodiversity value, sensitive or designated sites.</p>	<p>Potential impacts of climate may constrain prime agricultural land available in the future.</p> <p>Prime agricultural land may require further protection from development as demand for development rises and as land for food production rises.</p>	None.

Soil Erosion	From Berwick to Aberdeen, the coastline is eroding, but is stable where there are rocky coasts or coastal defences. From Aberdeen to Inverness the coastline is largely eroding, but parts are being replenished with sand and gravel from larger rivers.	The north of Scotland is mostly stable with little erosion, but south of Mallaig, towards Carlisle, the coastline is predominantly eroding but stable where there are rocky coasts or coastal defences. Precipitation will be greater in the west due to the west-east precipitation gradient.	Coastal erosion mostly where there are no rocks or coastal defences. The coastline is predominantly eroding along the east.	Autumn/Winter rainfall is predicted to increase, giving rise to winter storms and affecting runoff and (wind and water) erosion. Upland schemes such as wind farm access roads and recreation tracks (e.g. mountain biking) on steep ground can increase surface water runoff and lead to significant soil loss (e.g. gullies). Increase silting of rivers from fluvial flooding. Increase in soil erosion from wind and water, which may also be exacerbated by bad land use practices, such as locating tracks/access roads on steep/ upland ground. Increasing use of motorised vehicles on sand dunes is contributing to coastal erosion. Transport development should not exacerbate soil erosion.	SEPA, 2014 State of the Environment Report, http://www.environment.scot.nhs.uk/get-informed/state-of-the-environment-summary/
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Biodiversity - International, National and local natural heritage designations

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Ramsar Sites	Aberdeen – 0 Aberdeenshire – 3 (1,051 ha)	To maintain or restore the ecological character of Ramsar sites, through effective planning and integrated management.	No trend. Planning policies have generally prohibited developments within international and national designations that may harm these sites, though indirect impacts are affecting some important wetland sites.	New development has the potential to put pressure on sites. Transport development should seek to avoid placing pressure on protected sites.	Ramsar Strategic Plan 2016-2024, http://www.ramsar.org/the-ramsar-strategic-plan-2016-24
Special Areas of Conservation (SAC)	Aberdeen - 1 (155ha) Aberdeenshire - 8 (5,545 ha)	To maintain or improve the condition of qualifying features of the designated sites.	As above.	As above.	SNH Gateway, https://gateway.snh.gov.uk/site/ink/ Accessed June 2017
Special Protection Areas (SPAs)	Aberdeen – 0 Aberdeenshire – 7 (2,227 ha)				
Sites of Special Scientific Interest (SSSI)	Aberdeen – 4 (47ha) Aberdeenshire – 69 (15,655 ha)	Conservation and enhancement of designated sites, and permitting only those developments that will not adversely affect these designations directly and indirectly, unless the proposal will be of national benefit.	As above.	As above. Impact from leisure and recreation uses - improving access could be damaging to some sites.	As above.
National Nature Reserves (NNR)	Aberdeen – 0 Aberdeenshire – 2 (1,072ha)	To ensure that the nature conservation interests of Reserves are kept in or restored to the best possible condition.	As above.	As above.	As above.
Local Nature Conservation Sites	Aberdeen – 45 Aberdeenshire - 100	To protect and enhance.	No trend.	As above.	Aberdeen City Council nature Conservation Strategy, https://www.aberdeencity.gov.uk/web/files/Natural_Heritage/N

					ature Strategy Dec2015 extended.pdf Aberdeenshire Council, Supplementary Guidance: Local Nature Conservation Sites, https://www.aberdeenshire.gov.uk/media/11110/localdevelopmentplan2016-proposedplan-supplementaryguidance5a-lncsitesindex_000.pdf
Local Nature Reserves	Aberdeen – 4 sites (126ha) Aberdeenshire – 2 sites (28ha)	As above.	No trend.	As above.	Aberdeen City Council nature Conservation Strategy, https://www.aberdeencity.gov.uk/web/files/Natural_Heritage/Nature_Strategy_Dec2015_extended.pdf Aberdeenshire Council website, https://www.aberdeenshire.gov.uk/environment/natural-heritage/local-nature-reserves/ Accessed June 2017
Scottish Wildlife Trust Reserves	Aberdeen – 0 Aberdeenshire - 4	As above.	No trend.	As above	Scottish Wildlife Trust, http://www.swtaberdeen.org.uk/reserves.html Accessed June 2017

RSPB Reserves	Aberdeen – 0 Aberdeenshire - 2	As above.	No trend.	As above.	RSPB, https://www.rspb.org.uk/reserves-and-events/find-a-reserve/reserves-near-me/index.aspx?c=Aberdeenshire Accessed June 2017
Ancient Woodland	Aberdeen – 140 sites Aberdeenshire – 2,584 sites	As above.	No trend.	As above.	SNH Gateway, https://gateway.snh.gov.uk/natural-spaces/ Accessed June 2017

Human Health

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/ constraints	Data source(s)
Quality and availability of public open space	3,471 hectares of open space in Aberdeen (not including private gardens or sites under 0.2ha)	Protection and enhancement of existing open space; creation of new open space as part of development proposals.	The poorest quality parks and open spaces tend to be found within the regeneration priority areas. It is more difficult to provide open space within densely populated areas.	<p>The quality of open space varies across the region.</p> <p>Development pressure to build on open space.</p> <p>Transport development should seek to avoid and/or mitigate negative impacts on open space and look to enhance and improve access to open spaces where appropriate.</p>	<p>Aberdeen City Council Open Space Strategy and Audit, http://www.aberdeencity.gov.uk/planning_environment/planning/local_development_plan/pla_open_space_audit.asp</p> <p>Aberdeenshire Parks and Open Spaces Strategy, https://www.aberdeenshire.gov.uk/media/5024/documentr2parksandopenspacestrategyapproved27january2011.pdf</p>
Life expectancy at birth (years)	<p>Aberdeen: <u>Male</u> 2001-2003 – 74.1 2013-2015 – 76.6 2014-16 – 76.4 <u>Female</u> 2001-2003 – 80.0 2013-2015 – 80.9 2014-2016 – 80.8</p> <p>Aberdeenshire: <u>Male</u> 2001-2003 – 76.1 2013-2015 – 79.2 2014-16 – 79.2 <u>Female</u> 2001-2003 – 80.7 2013-2015 – 82.2 2014-16 – 82.4</p>	<p>Scotland: <u>Male</u> 2001-2003 – 73.5 2013-2015 – 77.1 2014-16 – 77.1 <u>Female</u> 2001-2003 – 78.8 2013-2015 – 81.1 2014-16 – 81.1</p>	<p>Life expectancy is generally increasing throughout Scotland, although recent figures suggest this trend may be flattening out.</p> <p>Female life expectancy is higher than male.</p> <p>Life expectancy in Aberdeenshire is higher than it is in Aberdeen City and in Scotland as a whole.</p>	<p>Increasing life expectancy has implications for ensuring adequate service provision (including transport) for an ageing population.</p> <p>Opportunities for more people to adopt healthier lifestyles through active travel could further prolong life expectancy.</p>	<p>National Record of Scotland, Life Expectancy for Administrative Areas within Scotland 2014-2016, https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/life-expectancy/life-expectancy-in-scottish-areas/2014-2016 (Published December 2017)</p>

<p>Physical Activity</p>	<p>Travel to work mode share: <u>Aberdeen</u> 2015: 18.9% walk, 0.6 % bike 2016: 23.5% walk, 5.5% bike</p> <p><u>Aberdeenshire</u> 2015: 8.3% walk, 0.5% bike 2016: 2.2% walk, 2.5% bike</p> <p>Main mode of travel <u>Aberdeen</u> 2015: 26.0% walk, 0.9% bike 2016: 29.8% walk, 2.0% bike</p> <p><u>Aberdeenshire</u> 2015: 12.7% walk, 1.4% bike 2016: 15.9% walk, 0.4% bike</p>	<p>Travel to work mode share: <u>Scotland</u> 2015: 13.6% walk, 2.6% bike 2016: 12.3% walk, 2.2% bike</p> <p>Main mode of travel <u>Scotland</u> 2015: 21.6% walk, 1.2% bike. 2016: 23.5% walk, 1.2% bike</p> <p>The Government's Long-Term Vision for Active Travel, Cycling Action Plan for Scotland and National Walking Strategy seek to increase mode share for walking and cycling.</p> <p>Proportion of adults (Scotland) meeting MVPA guidelines: 2012 – 62% 2013 – 64% 2014 – 63% 2015 – 63% 2016 – 64%</p> <p>Proportion of children meeting physical activity</p>	<p>Hard to discern active travel trends, given wide fluctuations at local level, which are likely due to unrepresentative sample sizes (>200 respondents) rather than real changes in travel behaviour.</p> <p>Walking and cycling rates in Aberdeen City appear healthy, and above the Scottish average.</p> <p>Walking rates in Aberdeenshire are below average.</p> <p>Physical activity levels subject to minor fluctuations.</p> <p>Women in Scotland typically undertake less physical activity than men.</p>	<p>Dispersed nature of Aberdeenshire is likely to prevent walking and cycling for some journeys.</p> <p>Implementation of Aberdeen City Centre Masterplan and Roads Hierarchy should improve walking and cycling conditions in the City, hopefully leading to greater uptake.</p> <p>Future transport projects should aim to increase mode share by walking and cycling.</p>	<p>Scottish Household Survey, Transport and Travel in Scotland 2016, https://www.transport.gov.scot/publication/26-september-2017-transport-and-travel-in-scotland-2016/ (Published September 2017)</p> <p>The Scottish Health Survey 2016, http://www.gov.scot/Resource/0052/00525472.pdf (Published October 2017)</p>
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		<p>guidelines (including activity at school):</p> <p>2012 – 70%</p> <p>2013 – 75%</p> <p>2014 – 76%</p> <p>2015 – 73%</p> <p>2016 – 76%</p>			
Road Safety	<p><u>Accidents (all severities)</u></p> <p>Aberdeen:</p> <p>2004-08 average: 423</p> <p>2012-16 average: 284</p> <p>Aberdeenshire:</p> <p>2004-08 average: 608</p> <p>2012-16 average: 418</p> <p><u>Casualties (all severities)</u></p> <p>Aberdeen:</p> <p>2004-08 average: 496</p> <p>2012-16 average: 329</p> <p>Aberdeenshire:</p> <p>2004-08 average: 824</p> <p>2012-16 average: 555</p> <p><u>Reported accident rate per 100 million vehicle km (Fatal, All Roads)</u></p> <p>Aberdeen:</p> <p>2004-08 average: 0.4</p> <p>2011-15 average: 0.4</p> <p><u>Reported accident rate per 100 million vehicle km (Serious, All Roads)</u></p> <p>Aberdeen:</p> <p>2004-08 average: 5.4</p> <p>2011-15 average: 6.6</p>	<p><u>Reported accident rate per 100 million vehicle km (Fatal, All Roads)</u></p> <p>Scotland:</p> <p>2004-08 average: 0.6</p> <p>2011-15 average: 0.4</p> <p><u>Reported accident rate per 100 million vehicle km (Serious, All Roads)</u></p> <p>Scotland:</p> <p>2004-08 average: 5.1</p> <p>2011-15 average: 3.5</p> <p><u>Reported accident rate per 100 million vehicle km (All Severities, All Roads)</u></p> <p>Scotland:</p> <p>2004-08 average: 29.8</p> <p>2011-15 average: 20.9</p> <p>Target is for a reduction in all accidents and casualties.</p>	<p>Although fluctuations, general trend of a reduction in accidents and casualties in Aberdeen City and Aberdeenshire.</p>	<p>Future projects should contribute to a safer transport system.</p>	<p>Reported Road Casualties Scotland 2015, https://www.transport.gov.scot/publication/reported-road-casualties-scotland-2015/</p>

	<p><u>Reported accident rate per 100 million vehicle km (All Severities, All Roads)</u> Aberdeen: 2004-08 average: 30.5 2011-15 average: 24.4</p> <p><u>Accidents where one or more people injured (Fatal)</u> Aberdeen: 2012 – 7 2013 – 4 2014 – 6 2015 – 4 2016 – 3</p> <p>Aberdeenshire: 2012 – 14 2013 – 22 2014 – 22 2015 – 18 2016 - 16</p> <p><u>Accidents where one or more people injured (Serious)</u> Aberdeen: 2012 – 94 2013 – 98 2014 – 76 2015 – 69 2016 - 55 Aberdeenshire:</p>				
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	<p>2012 – 170 2013 – 125 2014 – 140 2015 – 115 2016 - 114</p> <p><u>Accidents where one or more people injured (All severities)</u> Aberdeen: 2012 – 385 2013 – 356 2014 – 272 2015 – 230 2016 - 175 Aberdeenshire: 2012 – 533 2013 – 465 2014 – 424 2015 – 347 2016 - 334</p> <p><u>Casualties – number of people injured in accidents (Killed)</u> Aberdeen: 2012 – 8 2013 – 4 2014 – 6 2015 – 5 2016 - 3 Aberdeenshire: 2012 – 14 2013 – 23 2014 – 26 2015 – 19</p>				
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	<p>2016 - 17</p> <p><u>Casualties – number of people injured in accidents (Serious)</u></p> <p>Aberdeen: 2012 – 109 2013 – 101 2014 – 87 2015 – 74 2016 - 63</p> <p>Aberdeenshire: 2012 – 205 2013 – 176 2014 – 177 2015 – 154 2016 - 143</p> <p><u>Casualties – number of people injured in accidents (All severities)</u></p> <p>Aberdeen: 2012 – 449 2013 – 399 2014 – 311 2015 – 271 2016 - 210</p> <p>Aberdeenshire: 2012 – 689 2013 – 618 2014 – 584 2015 – 459 2016 - 445</p>				
Noise	15 Noise Management Areas (NMAS) in Aberdeen, where noise	Targets are for a reduction of noise in	No trend.	Large transport projects have the	Aberdeen City Council Environmental Noise Action Plan Update,

	<p>levels from transport (road and rail) are above acceptable levels. There are also 2 Quiet Areas where environmental noise quality is good and which require protection against an increase in noise.</p>	<p>NMAs and no increase in noise in Quiet Areas.</p>		<p>potential to increase transport noise.</p>	<p>https://committees.aberdeencity.gov.uk/documents/s45282/Environmental%20Noise%20Action%20Plan%20Update.pdf</p> <p>Aberdeen City Council, Noise Action Plan – Annual Progress Report, https://committees.aberdeencity.gov.uk/documents/s54928/Noise%20Action%20Plan%20Annual%20Progress%20Report.pdf</p>
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Population

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Established Population	<p>Aberdeen: 2012 – 224, 970 2013 – 227, 130 2014 – 228,920 2015 – 230,350 2016 – 229,840</p> <p>Aberdeenshire: 2012 – 255,540 2013 - 257,740 2014 – 260,530 2015 – 261, 960 2016 – 262,190</p>	<p>The Aberdeen City and Shire Strategic Development Plan (SDP) has a target to increase the population of the city region to 500,000 by 2035.</p>	<p>Generally, population increasing in both Aberdeen City and Aberdeenshire (although a slight dip observed in the Aberdeen population 2015-16).</p>	<p>A growing population has implications for increasing transport provision, especially the need for more people to travel by sustainable transport.</p>	<p>National Records of Scotland, Council Area Profiles, https://www.nrscotland.gov.uk/statistics-and-data/statistics/stats-at-a-glance/council-area-profiles Updated March 2018</p>
Population Structure	<p>Aberdeen (1996): All – 218,350 0-15 – 38,291 (17.5%) 16-24 – 32,372 (14.8%) 25-44 – 68,942 (31.6%) 45-64 – 46,870 (21.5%) 65-74 – 17,989 (8.2%) 75+ - 13,886 (6.4%)</p> <p>Aberdeen (2016): All – 229,840 0-15 – 34,187 (14.9%) 16-24 – 30,991 (13.5%) 25-44 – 75,208 (32.7%) 45-64 – 54,622 (23.8%) 65-74 – 18,738 (8.2%) 75+ - 16,049 (7.0%)</p> <p>Aberdeen % change (1996-2016):</p>	<p>Scotland % change (1996-2016): All – 6.1% 0-15 – -10.1% 16-24 – 3.8% 25-44 - -8.5% 45-64 – 26.0% 65-74 – 24.3% 75+ - 31.1%</p> <p>The SDP has an objective to increase the population of the city region and achieve a balanced age range to help maintain and</p>	<p>Scotland as a whole is experiencing an ageing population.</p>	<p>An ageing population has implications for transport in terms of the need to maintain and improve mobility for the elderly.</p>	<p>As above.</p>

	<p>All – 5.3%</p> <p>0-15 - -10.7%</p> <p>16-24 – -4.3%</p> <p>25-44 – 9.1%</p> <p>45-64 – 16.5%</p> <p>65-74 – 4.2%</p> <p>75+ - 15.9%</p> <p>Aberdeenshire (1996):</p> <p>All – 226,990</p> <p>0-15 – 49,991 (22.0%)</p> <p>16-24 – 24,107 (10.6%)</p> <p>25-44 – 69,545 (30.6%)</p> <p>45-64 – 53,528 (23.6%)</p> <p>65-74 – 16,792 (7.4%)</p> <p>75+ - 13,107 (5.8%)</p> <p>Aberdeenshire (2016):</p> <p>All – 262,190</p> <p>0-15 – 48,871 (18.6%)</p> <p>16-24 – 24,979 (9.5%)</p> <p>25-44 – 64,782 (24.7%)</p> <p>45-64 – 75,787 (28.9%)</p> <p>65-74 – 27,781 (10.6%)</p> <p>75+ - 19,990 (7.6%)</p> <p>Aberdeenshire % change (1996-2016):</p> <p>All – 15.5%</p> <p>0-15 - -2.1%</p> <p>16-24 – 3.6%</p> <p>25-44 - -6.8%</p> <p>45-64 – 41.6%</p> <p>65-74 – 65.4%</p> <p>75+ - 52.5%</p>	improve people's quality of life.			
Population Projections	<p>Aberdeen:</p> <p>2016 – 229,840</p> <p>2026 – 237,169</p>	<p>Scotland:</p> <p>2016 – 5,404,700</p> <p>2026 – 5,578,822</p>	Projections are for a growing population in Aberdeen City and	A growing population has implications for increasing transport	National Records of Scotland, Projected Population of Scotland (2016-based),

	<p>2036 – 241,501 Change 2016-2026 – 3% Change 2016-2036 – 4.8%</p> <p>Aberdeenshire: 2016 – 262,190 2026 – 280,779 2036 – 292,068 Change 2016-2026 – 6.6% Change 2016-2036 – 10.2%</p>	<p>2036 – 5,670,895 Change 2016-2026 – 3.1% Change 2016-2036 – 4.7%</p> <p>The SDP has a target to increase the population of the city region to 500,000 by 2035 which looks set to be met based on current projections.</p>	<p>Aberdeenshire to 2026. The predicted growth for Aberdeenshire is significantly larger than the projected growth for Scotland as a whole.</p>	<p>provision, especially the need for more people to travel by sustainable transport.</p>	<p>available at: https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/population/population-projections/sub-national-population-projections/2016-based/list-of-tables Updated March 2018</p>
Household Estimates	<p>Aberdeen: 2012 – 103,934 2013 – 105,047 2014 – 105,287 2015 – 105,311 2016 – 106,749 Change 2012-2016 – 2.6%</p> <p>Aberdeenshire: 2012 – 106,018 2013 – 107,128 2014 – 108,381 2015 – 109,631 2016 – 110,296 Change 2012-2016 – 3.9%</p>	<p>Scotland: 2012 – 2,378,211 2013 – 2,401,788 2014 – 2,418,335 2015 – 2,433,956 2016 – 2,451,869 Change 2012-2016 – 3.0%</p>	<p>Trend is for an increasing number of households across Scotland. Percentage growth in Aberdeenshire is greater than growth in Scotland as a whole during this period (2.9%), although Aberdeen City's growth is less rapid.</p>	<p>As above.</p>	<p>National Records of Scotland, Council Area Profiles, https://www.nrscotland.gov.uk/statistics-and-data/statistics/stats-at-a-glance/council-area-profiles Updated March 2018</p>

Household projections (2014 based)	<p>Aberdeen: 2014 – 105,287 2024 – 114,880 2034 – 125, 327 2039 – 13,370 % change 2014 – 2039 – 24%</p> <p>Aberdeenshire: 2014 – 108,381 2024 – 120,276 2034 – 130,761 2039 – 135, 092 % change 2014 – 2039 – 25%</p>	<p>Scotland: 2014 – 2,418,336 2024 – 2,580,490 2034 – 2,711,938 2039 – 2,763,773 % change 2014 – 2039 – 14%</p>	Projections are for an increasing number of households throughout Scotland, although projected growth in both Aberdeen City and Aberdeenshire is greater than the increase projected for the whole of Scotland.	As above	As above.
Household Projections by age of head of household	<p>Aberdeen (2014) All – 105,285 16-29 years – 20,831 (19.8%) 30-44 years – 28,832 (27.4%) 45-59 years – 26,367 (25.0%) 60-74 years – 18,284 (17.4%) 75+ years – 10,971 (10.4%)</p> <p>Aberdeen (2024) All – 114,880 16-29 years – 18,785 (16.4%) 30-44 years – 36,585 (31.8%) 45-59 years – 26, 161 (22.8%) 60-74 years – 20,949 (18.2%) 75+ years – 12,400 (10.8%)</p> <p>Aberdeenshire (2014)</p>	<p>Scotland (2014) All – 2,418,336 16-29 years – 281,212 (11.6%) 30-44 years – 588,324 (24.3%) 45-59 years – 701,133 (29.0%) 60-74 years – 536,483 (22.2%) 75+ years – 311,184 (12.9%)</p> <p>Scotland (2024)</p>	Projections are for an increase in the number of households where the head of the household is more than 60 years old.	An ageing population has implications for transport in terms of the need to maintain and improve mobility for the elderly.	As above.

	<p>All – 108,382 16-29 years – 8457 (7.8%) 30-44 years – 27,293 (25.2%) 45-59 years – 33,300 (30.7%) 60-74 years – 25,681 (23.7%) 75+ years – 13,651 (12.6%)</p> <p>Aberdeenshire (2024) All – 120,276 16-29 years – 8226 (6.8%) 30-44 years – 31,067 (25.8%) 45-59 years – 33,388 (27.8%) 60-74 years – 28,737 (23.9%) 75+ years – 18,858 (15.7%)</p>	<p>All – 2,580,490 16-29 years – 266,913 (10.3%) 30-44 years – 642,512 (24.9%) 45-59 years – 666,454 (25.8%) 60-74 years – 611,308 (23.7%) 75+ years – 393,299 (15.2%)</p>			
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Cultural Heritage

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Conservation Areas	Aberdeen – 11 Aberdeenshire – 41, with 14 proposed designations	To maintain and enhance the special distinctiveness of such areas.	No trend	Development can put pressure on, or be constrained by, conservation areas. Traffic and parking pressures can detract from the special character of such areas.	Aberdeen City Council, http://www.aberdeencity.gov.uk/planning_environment/planning/conservation/pla_conservation_areas.asp , accessed July 2017 Aberdeenshire Council, https://www.aberdeenshire.gov.uk/environment/built-heritage/what-is-a-conservation-area/#areas , accessed July 2017
Scheduled Ancient Monuments (SAMs)	Aberdeen - 45 Aberdeenshire - 552	To protect and, where possible, enhance.	No trend	Development can put pressure on, or be constrained by, the presence of SAMs.	Historic Environment Scotland http://portal.historicenvironment.scot/designations Accessed July 2017.
Battlefields	4 in Aberdeenshire (Alford, Harlaw, Fyvie, Barra)	As above.	No trends.	Development can put pressure on, or be constrained by, sites of historical significance.	As above.
Gardens and Designated Landscapes (GDL)	Aberdeen - 1 Aberdeenshire - 34	As above.	No trend.	Development can put pressure on, or be constrained by, GDLs.	As above.
Listed Buildings	Aberdeen - 1205: 66 Category A 678 Category B 461 Category C Aberdeenshire – 3717: 199 Category A 1583 Category B 1935 Category C	As above.	No trends.	Development can put pressure on listed buildings.	As above.

Listed Buildings at risk	Aberdeen – 31; restoration in progress at 2 sites. Aberdeenshire – 247; restoration in progress at 21 sites.	As above.	No trends.	As above.	Buildings at Risk Register for Scotland, www.buildingsatrisk.org.uk Accessed July 2017
Archaeological Sites and Monuments Record (SMR)	Aberdeen – approximately 3000 records. Aberdeenshire - nearly 30,000 sites.	As above.	No trend	New development can put pressure on, or be constrained by, archaeological sites.	Aberdeen City Council Sites and Monuments Record, http://www.aberdeencity.gov.uk/education_learning/local_history/Sites_Monuments/Introduction.asp Accessed July 2017 Aberdeenshire Council Archaeology Service Sites and Monuments Record, https://online.aberdeenshire.gov.uk/smrpub/ Accessed July 2017.

Landscape

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Landscape character	<p>Aberdeen - 27 landscape character areas.</p> <p>Aberdeenshire - 42 landscape character areas</p>	Need to promote suitable development capacity.	No trend	<p>Inappropriate scale and insensitive siting of development may adversely affect landscape characteristics (e.g. changing landscape character type, not respecting local topography/contours).</p> <p>New development not fitting in with the landscape's capacity to absorb further developments (e.g. design, layout and sense of place).</p>	<p>Scottish Natural Heritage (1997) <i>National programme of landscape character assessment: Banff and Buchan</i>, Review No 37.</p> <p>Scottish Natural Heritage (1996) <i>Cairngorms landscape assessment</i>, Review No 75.</p> <p>Scottish Natural Heritage (1996) <i>Landscape character assessment of Aberdeen</i>, Review No 80</p> <p>Scottish Natural Heritage (1998) <i>South and Central Aberdeenshire: landscape character assessment</i>, Review No 102.</p>

Material Assets

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Households with cars available for private use (%)	<p>Aberdeen: 2007/8 – 69.1% 2009/10 – 69.4% 2012 – 71.4% 2015 – 70.5% 2016 – 68.5%</p> <p>Aberdeenshire: 2007/8 – 87% 2009/10 – 84.5% 2012 – 83.4% 2015 – 87.3% 2016 – 91.3%</p>	<p>Scotland: 2007/8 – 69.7% 2009/10 – 69.5% 2012 – 69.0% 2015 – 70.0% 2016 – 70.7%</p>	<p>Car ownership has remained roughly static in Scotland since 2007/08. General trends locally since 2012 are of a gradual fall in Aberdeen City and a gradual rise in Aberdeenshire. Aberdeenshire has the highest level of car ownership of all Scotland's local authority areas.</p>	<p>Increasing car ownership and use puts pressure on roadspace, in terms of congestion, as well as contributing to pollution, poor air quality, noise and inactivity.</p>	<p>Scottish Household Survey, Transport and Travel in Scotland 2016, https://www.transport.gov.scot/publication/26-september-2017-transport-and-travel-in-scotland-2016/ Published September 2017</p>
Public road lengths (km)	<p>Aberdeen: 2012 – 937 2013/14 - 937 2014/15 - 937 2015/16 – 937 2016/17 - 944</p> <p>Aberdeenshire: 2012 – 5,648 2013/14 – 5,659 2014/15 – 5,663 2015/16 – 5,687 2016/17 – 5,712</p>	No target.	Public road lengths fairly static.	<p>Static road lengths combined with rising population, increasing household numbers and increasing car ownership (hence increased demand for mobility) puts pressure on the transport network leading to roads operating beyond capacity, contributing to congestion and pollution.</p>	<p>Scottish Transport Statistics No. 36: 207 Edition, https://www.transport.gov.scot/publication/scottish-transport-statistics-no-36-2017-edition/ Published February 2018</p>

Road Condition (% red/amber – requiring attention)	<p>Aberdeen: 2012/13 - 27 2013/14 - 27 2014/15 - 26 2015/16 – 26 2016/17 - 28</p> <p>Aberdeenshire: 2012/13 – 21 2013/14 - 26 2014/15 - 25 2015/16 – 25 2016/17 - 25</p>	<p>Scotland: 2013/14 – 37 2014/15 – 37 2015/16 – 36 2016/17 - 36</p>	Road condition generally worsening, although fluctuations in Aberdeenshire. Figures for both Aberdeen and Aberdeenshire are much better than Scottish averages.	Good road condition leads to better operation of the transport network, reducing congestion, pollution and accidents.	As above.
Bus-based Park and Ride sites	At end 2018, there are 4 Bus-based Park and Ride sites in the region (Ellon, Bridge of Don, Craibstone and Kingswells).	To increase bus use throughout the region, with Park and Ride able to play a significant role in this.	Plans progress for a further site in south Aberdeenshire and of mini-hubs along the A947 and A93 corridors.	Park and Ride can reduce car usage in urban areas, reducing congestion, pollution and accidents.	Aberdeen City Council Aberdeenshire Council
Railway Stations	At end 2018, there are 8 stations in the region (Huntly, Inch, Inverurie, Dyce, Aberdeen, Portlethen, Stonehaven, Laurencekirk).	To increase rail travel throughout the region.	Plans progress for the re-opening of Kintore Station in 2020, which will mean nine stations in region.	More people travelling by rail can reduce vehicle use in urban areas, reducing congestion, pollution and accidents.	Aberdeen City Council Aberdeenshire Council