Elgin Transport Strategy

Strategic Environmental Assessment

Environmental Report

July 2017

CONTENTS

Introduction

European Community (EC) Directive 2001/42/EC requires that a Strategic Environmental Assessment (SEA) be carried out on Plans, Programmes and Strategies (PPS). The aim of the directive is to provide a high level of protection to the environment and to contribute to the integration of environmental considerations in the preparation and adoption of PPS with a view to promoting sustainable development. The EC Directive was implemented in Scotland through the Environmental Assessment (Scotland) Act 2005. The Environmental Assessment involves various stages including production of a Strategic Environmental Assessment Environmental Report (SEAE Report).

Purpose

This SEAE Report has been produced to ensure any feedback from the statutory consultation authorities and members of the general public is considered for inclusion into the final published SEA Report prior to its publication.

The SEA process is informed by highlighting the main environmental issues that affect the draft Elgin Transport Strategy (ETS). A detailed analysis of background statistics can be found at http://www.moray.gov.uk/moray_standard/page_109352.html. The SEAE Report also identifies other sources of legislation, guidance and policies that are relevant to the draft ETS.

1.0 Non-Technical Summary

Moray Council has prepared the draft ETS which sets out the Council's vision, objectives, and action plans to address transport issues based on projected growth associated with the Moray Local Development Plan 2015 (MLDP2015) with a 13 year horizon from 2017 through to 2030.

In order to ensure all transportation, sustainable travel and active travel issues, both actual and perceived, were captured, Moray Council undertook:

- Consultation meetings with key stakeholders
- Public drop-in sessions for members of the community
- 6 week online survey

Following these events, all data was collated and shared with Moray Council Transportation's consultant Jacobs to inform the development of the draft ETS. Further details can be found at http://www.moray.gov.uk/moray_standard/page_109352.html

1.1 Elgin Area

Elgin is Moray's largest settlement, with a current population of approximately 26,000[1]. It is also Moray's main employment and transport hub, sitting in a strategic position on both the A96 road (Aberdeen to Inverness) and the rail networks. Elgin is a compact town, around 3km in diameter, with a transport network that enables travel by foot, bicycle, public transport and car.

1.2 Elgin Transport Strategy

The draft ETS sets out a clear vision and strategic objectives for Elgin's transport network and informs the Council's transport investment for the term of the strategy through to 2030. The draft ETS has been informed by and sits within a hierarchy of other PPS including:

- National Planning Framework
- National Transport Strategy
- Designing Streets
- HITRANS Regional Transport Strategy 2008
- Moray Development Plan 2015

The development of the draft ETS has considered key planning and policy changes that have arisen since the publication of the Moray Local Transport Strategy in 2011. A detailed review of linkages to other PPS is provided in Section 6 of this report.

[1] Elgin Transport Strategy Main Technical Report

The draft ETS comprises a number of components (Vision, Key Objectives, Sub-objectives and Action Plans) which have been assessed throughout the SEA process to ensure that environmental considerations have been taken into account and that any adverse impacts are avoided and / or mitigated, where required.

1.3 Anticipated Outcome of the Elgin Transport Strategy

The draft ETS is a response to the anticipated growth of Elgin through to 2030 associated with the allocated sites within the MLDP 2015 (which includes long term housing allocations beyond the plan period). The draft proposals within the ETS have been developed to support the vision of 'A forward looking transport strategy that ensures Elgin is a desirable, vibrant and healthy place to live and work'. In order to achieve this vision the following enabling objectives have been established:

- Make it easier for people to get between home, work, social activities and services
- Make how long it takes to get around Elgin more predictable and consistent
- Reduce the time it takes to get around Elgin by bicycle, on foot or by public transport
- Make journeys feel and be safer
- Get more people using public transport, bicycle and walking for all or some of their journey, rather than using cars
- Enhance Elgin's appearance by sensitively integrating any physical changes

Implementation of the draft ETS is not only intended to keep Elgin moving in the future, it is also intended to alter individual behaviours with regards to travel choice through the delivery of significant enhancements to sustainable and active travel options and through travel planning and behaviour change. Implementation of the draft ETS will also deliver improvements to the existing road network. However, it is acknowledged that implementation of the draft ETS could also negatively impact the following SEA receptors:

- Biodiversity, flora and fauna
- Cultural Heritage
- Soil
- Water

Conversely, implementation of the draft ETS is anticipated to positively impact:

- Climatic factors
- Air
- Material Assets
- Population
- Human Health
- Inter-relationships

Whilst at this stage of the strategy there are uncertainties with regard to potential environmental impacts associated with some draft ETS proposals, protection is provided through safeguarding policies in the MLDP2015 and through mitigation which will ensure that any impacts identified at the project level are addressed as required.

The draft ETS active travel and streetscape proposals provide opportunities to enhance biodiversity through the provision of areas for additional landscaping/street planting. These areas not only provide opportunities for biodiversity enhancement, they could also help to connect separated areas of greenspace and also provide a positive environment for people. Where possible, opportunities for landscaping/street planting will be investigated and incorporated as part of individual intervention packages.

2.0 SEA Process

SEA is carried out to assess the likely significant effects of PPS on the environment. SEA aims to help ensure that environmental factors are given the same consideration as social and economic factors. SEA does this by promoting:

- The integration of environmental information into the plan preparation and adoption process
- Early dialogue with consultees, particularly those with environmental expertise, but also the wider public
- Full and objective consideration of alternatives to ensure that the best environmental options are identified and taken on board as far as possible
- Transparency of decision making, through the publication of the post-adoption SEA statement

The key stages of SEA are:

Table 1 Key Stages of SEA

Screening	Determining whether the PPS is likely to have significant environmental effects and whether a SEA is required.
Scoping	Deciding on the scope and level of detail of the Environmental Report, and the consultation period for the report, carried out in consultation with Scottish Natural Heritage, Scottish Ministers (Historic Environment Scotland) and the Scottish Environment Protection Agency.
Environmental Assessment	Publishing an Environmental Report on the PPS and its environmental effects and consulting on the report.
Adoption	Providing information on: the adopted PPS, how the consultation comments are taken into account and methods for monitoring the significant environmental effects of the implementation of the PPS.
Monitoring	Monitoring significant environmental effects in such a manner so as to also enable Responsible Authorities to identify any unforeseen adverse effects at an early stage and undertake appropriate remedial action.

Planning Advice Note (PAN) 1/2010 Strategic Environmental Assessment of Development Plans, published in March 2010 sets out guidance for planning authorities to help to focus and streamline the process. The PAN identifies three key principles to be followed. Moray Council has based the SEA process on these principles and previous experience in undertaking SEAs for Development Plans.

The three key principles are:

- Integration – the SEA should form an integral part of the development plan process, not duplicate work undertaken and explore opportunities for efficiency
- Proportionality – the SEA should be streamlined and fit for purpose, clear and succinct, focussing on significant environmental effects
- Efficiency – the SEA should reduce duplication and complexity within the process

This SEAE Report provides information on the draft ETS and includes an assessment of the environmental effects against each of the SEA objectives.

3.0 Process to date

Paragraphs 3.1 to 3.3 detail SEA processes to date.

3.1 Screening

Moray Council submitted the Transport Strategy 2017 – 2030 (later renamed the Draft Elgin Transport Strategy) to the Scottish Government Gateway for screening by statutory consultees for their determination as to whether the strategy would result in significant environmental effects and inform any requirement for a Strategic Environmental Assessment.

Statutory consultees' responses to the screening report are listed in Table 2 below:

Table 2 Responses to Screening Report from Statutory Consultees

Consultee	Response Comment
Scottish Natural Heritage	*We agree that the Plan is likely to have significant environmental effects.* *We agree with the report's conclusion that:* *While some options may involve minor road network improvements, there may also be major projects which could raise significant environmental impacts including impacts on watercourses, natural and built heritage, as well as potential positive impacts in reducing pollution from standing traffic, safer travel and promoting behavioural change and active travel.* *If any proposals contained within the Strategy are assessed as having likely significant environmental effect these will be considered and appropriate measures adopted to mitigate any adverse effects while maximising the environmental benefits.* See Appendix 1 for full response
Scottish Environmental Protection Agency	*In accordance with Section 9(3) of the Environment Assessment (Scotland) Act 2005 we have considered your screening report using the criteria set out in Schedule 2 for determining the likely significance of effects on the environment. Having reviewed the Screening Report, we consider that in respect of our main areas of interest (air, water, soil, human health, material assets (of which we have significant interest in waste) and climatic factors) the Transport Strategy for Elgin is likely to have significant environmental effects. Based on the information available to date we consider that significant effects are most likely with respect to air, water, soil, human health and climatic factors.* See Appendix 1 for full response

Continued on next page.

Table 2 Responses to Screening Report from Statutory Consultees

Consultee	Response Comment
Historic Environment Scotland	*My understanding from the supplied information is that, following the removal of the Western Link Road proposal in Elgin, a local transport strategy is to be prepared to look to identify further options for transport interventions in Moray. I note that the Council considers that, as there are likely to be new options proposed that have not previously been considered the strategy is likely to have significant environmental effects. In light of the information contained within the report I agree that significant effects on historic environment are likely.* See Appendix 1 for full response
SEA Gateway	*The Consultation Authorities have now considered your screening request as per Section 9(3) of the Environment Assessment (Scotland) Act 2005.* *Please note, these are the views and opinions of the Consultation Authorities on the likelihood of significant environmental effects arising from the plan or programme and not a judgement on whether an SEA is required. It is therefore the Responsible Authority to determine whether an SEA is required in the circumstances.* See Appendix 1 for full response

3.2 Scoping

Following receipt of statutory consultee screening responses, Moray Council produced and submitted a draft Strategic Environmental Assessment Environmental Report, Environmental Baseline Assessment and Appropriate Assessment to the Scottish Government Gateway for review by statutory consultees. The draft documents were considered and reviewed as a Scoping Report and draft Environmental Report by the statutory consultees.

A summary of the statutory consultee responses is provided in Table 3. Full copies of statutory consultee responses to the scoping report can be found at Appendix 2.

Table 3 Statutory Consultee Responses to Draft Elgin Transport Strategy Strategic Environmental Assessment Scoping Report

Consultation Authority	Report Reference	Comment / Observation	Moray Council Response
Scottish Environment Protection Agency (SEPA)	Draft Elgin Transport Strategy Strategy Vision	We consider that the overall Strategy Vision could have significant environmental effects and as a result should be assessed as part of the process. It could for example, have positive impacts in relation to air quality, human health and population.	Section 1. New paragraph 1.3 inserted providing an overview of the strategy vision and anticipated environmental effects. Section 14. Table 18 amended to incorporate a summary outcome for the draft ETS. Additional assessment of the strategy inserted at the beginning of Appendix 8.
Scottish Environment Protection Agency (SEPA)	Strategic Environmental Assessment draft Environmental Report Section 9 - Alternative Options	The ER should include an environmental assessment of the reasonable alternatives considered as part of the plan-making process. While Section 9.1 to 9.3 provides a good description of the alternatives it needs to be supported by an environmental assessment of them. You may wish to consider providing the assessment in the form of text explaining the environmental implications on each of the SEA receptors of the different alternatives as this can be a proportionate, but helpful approach.	Section 9 updated to provide overview of the expected environmental effects associated with each alternative option. Additional assessment inserted at Appendix 6 which details the expected environmental effects on individual SEA Receptors associated with each alternative option. Additional assessment inserted at Appendix 7 which shows the expected environmental effects associated with two of the three alternative road link options.

Table 3 Statutory Consultee Responses to Draft Elgin Transport Strategy Strategic Environmental Assessment Scoping Report

Consultation Authority	Report Reference	Comment / Observation	Moray Council Response
Scottish Environment Protection Agency (SEPA)	Strategic Environmental Assessment draft Environmental Report Appendix 3 – Elgin Transport Strategy Strategic Environmental Assessment	We are generally content with the approach taken to the assessment and generally content with the results. Some additional explanation of the assessment process would however be welcome. For example in Appendix 3 we have presumed that the Environmental Impact column provides your view on whether there are any significant effects after the safeguards/mitigation has been applied. It is therefore our understanding that the only significant negative effects initially identified are on soils (from new road link plan I1B and public transport plan M3D) but that after mitigation the overall environmental effects will be negative (but not significantly negative) and unknown respectively. This understanding does however conflict with the final comment in Section 17 – which suggests that the Strategy will have a significant negative impact - so we would welcome clarification on this issue.	The Environmental Impact column provides an assessment of the overall likely effects on SEA receptors before safeguarding and mitigation has been applied. This net assessment is also provided at the foot of each assessment. In light of the observation the following amendments have been incorporated: 1. N/A inserted into the Safeguarding /Mitigation for proposals that do not require planning permission and, where there is likely to be a negative environmental effect, the Council has identified alternative mitigation measures. 2. Moray Council Safeguarding /Mitigation policies have been retained for proposals which will require Safeguarding /Mitigation measures due to the nature of the intervention. 3. Section 13 and Appendix 8 have been amended to include a more detailed explanation of the assessment process. 4. Section 17 has been amended to clarify the overall net effect of the draft ETS on SEA receptors before and after safeguarding / mitigation measures have been applied.

Table 3 Statutory Consultee Responses to Draft Elgin Transport Strategy Strategic Environmental Assessment Scoping Report

Consultation Authority	Report Reference	Comment / Observation	Moray Council Response
Scottish Environment Protection Agency	Strategic Environmental Assessment draft Environmental Report Appendix 3 – Elgin Transport Strategy Strategic Environmental Assessment	The detailed use of the comments boxes in the Appendix 3 matrices is welcomed.	Comment noted.
Scottish Environment Protection Agency	Strategic Environmental Assessment draft Environmental Report Section 14	In view of the fact that soil is the only receptor where significant negative effects are initially thought likely it would be good to see this acknowledged in Section 14. We agree that impacts on soils will need to be considered in more detail at the project level; it would good to see ideas of the type of measures that can be put in place at that level to act as mitigation. This could include, for example, expecting the detailed finalised layout to avoid areas of deep peat or best quality agricultural soils and the careful striping, temporary storage and reuse of soils disturbed by the projects.	Section 14: Table 18 added to identify suggested methods to mitigate against the negative effects on the soil receptor.

Table 3 Statutory Consultee Responses to Draft Elgin Transport Strategy Strategic Environmental Assessment Scoping Report

Consultation Authority	Report Reference	Comment / Observation	Moray Council Response
Scottish Environment Protection Agency	Strategic Environmental Assessment draft Environmental Report Appendix 3 – Elgin Transport Strategy Strategic Environmental Assessment	We agree that policies within the local development plan will act as mitigation for those projects which require planning permission - we query whether there are some plans that will not require this consent. If this is the case then further consideration of mitigation measures may be required for those projects if it is thought that will have significant negative effects.	Appendix 8: All assessments have been revised as follows: N/A has been inserted into the Safeguarding /Mitigation for proposals that, due to the limited works required (e.g. road markings to denote the provision of on-carriageway cycle lanes), do not require safeguarding/ mitigation or do not require planning permission. Moray Council Safeguarding /Mitigation policies have been retained for proposals which will require Safeguarding /Mitigation measures due to the nature of the intervention.
Scottish Environment Protection Agency	Strategic Environmental Assessment draft Environmental Report Section 16 - Monitoring	It would be good to see what monitoring is proposed in the finalised ER.	Section 16: Additional sections 16.1 to 16.3 have been inserted to provide details of the proposed monitoring methods and suggested remedial actions.
Scottish Environment Protection Agency	All SEA reports	A minor issue but please note that SEPA is the Scottish Environment, not Environmental, Protection Agency	All reports amended.

Table 3 Statutory Consultee Responses to Draft Elgin Transport Strategy Strategic Environmental Assessment Scoping Report

Consultation Authority	Report Reference	Comment / Observation	Moray Council Response
Scottish Natural Heritage	Strategic Environmental Assessment draft Environmental Report Appendix 3 – Elgin Transport Strategy Strategic Environmental Assessment	Where negative environmental effects are identified in the table in Appendix 3, it would be helpful to also identify any mitigation that will be used to minimise the negative effects. Doing this will help explain the overall environmental effect scoring given. For example, several of the proposals identify potential negative effects on the Burn of Tyock. It would be helpful to explain what mitigation will be used during design and construction phases to minimise impacts on the watercourse. Mitigation could include carrying out a detailed assessment and/or project specific Environmental Impact Assessment (EIA) and using that to inform the design stage, following relevant guidelines and best practice during construction (eg having a buffer between the watercourse and construction works), reinstating habitat areas damaged during construction, etc.	Appendix 8: Assessments with negative environmental effects have been amended to incorporate methods of mitigation. Assessments affected: I4B Ashgrove Road Cycle Bridge I3A New Elgin Road – replace Edgar Road and Laichmoray roundabouts with traffic signals I3H Edgar Road-The Wards junction replace with traffic signals I1B Ashgrove Road/Linkwood Road to Maisondieu Road new road link M3B Elgin Bus Station improvements M3D Park & change at main entry points to Active Travel corridors

Table 3 Statutory Consultee Responses to Draft Elgin Transport Strategy Strategic Environmental Assessment Scoping Report

Consultation Authority	Report Reference	Comment / Observation	Moray Council Response
Scottish Natural Heritage	Strategic Environmental Assessment draft Environmental Report Section 16 - Monitoring	Our advice is that section 16 should be amended. It should set out what monitoring will be undertaken, by whom, at what frequency, and what will be done should negative results be found. At present no detail is provided on what monitoring is intended, if any. It would be helpful if a table was provided, with a row for each of the proposals identified in the Strategy, along with details of the intended monitoring, timings and responsibilities. As a guide, we would expect monitoring to include regular assessment by the appropriate authority (likely to be Moray Council, although other organisations may be involved) of whether the measures implemented by the ETS are having the desired effect on human behaviour and activity, whether SUDs are effective or remedial work is required to address pollution issues, whether unanticipated impacts on biodiversity (or other interests) are occurring, etc.	Section 16: Additional sections 16.1 to 16.3 inserted to detail the proposed monitoring methods and suggested remedial actions.
Scottish Natural Heritage	Appropriate Assessment Annex B	With regard to the Habitats Regulations Appraisal presented in Annex B, we have the following advice regarding Table 4.1. We do not consider that it is necessary to assess the ETS objectives as they are too vague and not location specific. Our advice is that it is just the specific M3D proposal that has potential for LSE on Loch Spynie and so requires assessment. Tables 4.1 and 5.1 can therefore be removed from the HRA.	Comment noted. Annex B amended to remove assessment of ETS objectives.

Table 3 Statutory Consultee Responses to Draft Elgin Transport Strategy Strategic Environmental Assessment Scoping Report

Consultation Authority	Report Reference	Comment / Observation	Moray Council Response
Scottish Natural Heritage	Draft Elgin Transport Strategy	With regards to the strategy itself, it would be good to highlight opportunities to enhance biodiversity by encouraging green landscaping of active travel routes and other areas (such as wildflower roundabouts). We are aware of recent research (by Jaqueline Jobes – see below link for more information) that highlighted the importance of small areas of wildlife friendly habitat as stop-off points that help connect separate larger areas of habitat in the wider area, as well as providing benefits to people. Greening active travel routes and other locations should provide an attractive feature for people and make active travel routes more appealing. Habitat provision would also help offset negative impacts identified in the SEA report, and help the Council support the Scottish Biodiversity Strategy. http://www.cieem.net/data/files/Resource_Library/Conferences/2017_SCOT_Conf/SCOT_Conf_2017_-_Abstracts__Biographies.pdf	Section 1. Additional section 1.3 added with a statement that includes opportunities for biodiversity enhancement.
Historic Environment Scotland	Strategic Environmental Assessment draft Environmental Report Section 7 - Scoping Environmental Assessments	We note from Section 7 of the report that the historic environment has been scoped in to the assessment and we are content to agree with this. The assessment would benefit form a more detailed consideration of the forms of mitigation appropriate to identified effects and you may wish to consider this in finalising the environmental report.	Comment noted.

Table 3 Statutory Consultee Responses to Draft Elgin Transport Strategy Strategic Environmental Assessment Scoping Report

Consultation Authority	Report Reference	Comment / Observation	Moray Council Response
Historic Environment Scotland	Strategic Environmental Assessment draft Environmental Report Section 8 - Objectives	The SEA objective for the historic environment is appropriate and we note that an appropriate baseline for the assessment has been collated.	Comment noted.
Historic Environment Scotland	Strategic Environmental Assessment draft Environmental Report Appendix 3 – Elgin Transport Strategy Strategic Environmental Assessments	We are generally content with the assessment of the proposals and note that that no significant effects have been identified for the historic environment. In relation to proposals where the effects are considered to be potentially adverse or unknown we note that the mitigation is reliant upon the appropriate application of local development plan policy on the protection of the historic environment at the application stage. The assessment would benefit form a more detailed consideration of the forms of mitigation appropriate to identified effects and you may wish to consider this in finalising the environmental report.	Relevant assessments in Appendix 8 have been amended to detail the proposed methods of mitigation.

3.3 Public Consultation

The Environmental Assessment (Scotland) Act 2005 places a statutory requirement on Responsible Authorities to consider opinions expressed. Section 17 of the 2005 Act states 'in preparation of a qualifying plan or programme, the responsible authority shall take account of……(b) every opinion expressed in response to invitations referred to in section 16(1) and (2)(a)(iii)'.

The draft ETS and supporting SEA Environmental Report was made available to the general public for review and comment on 9 June 2017 for a four week consultation period. The draft ETS and supporting SEA Environmental Report was also submitted to the SEA Gateway for review and comment by statutory consultees. Following closure of the four week consultation period on 7 July 2017, Moray Council undertook a full review of all comments received from statutory consultees and the general public.

A copy of the Public Consultation survey questionnaire can be found at Appendix 3.

A summary of statutory consultee/general public comments and Moray Council's response is provided in Tables 4 and 5 below. Full copies of responses to the public consultation can be found in Appendix 4.

Table 4 Statutory Consultee Responses to Draft Elgin Transport Strategy Strategic Environmental Assessment Report

Consultation Authority	Report Reference	Comment / Observation	Moray Council Response
Scottish Environment Protection Agency	Strategic Environmental Assessment draft Environmental Report	We welcome the clear setting out in Table 3 of how the comments we made on the draft ER have been taken into consideration when finalising the report. We welcome the helpful responses provided and related amendments made to the ER. Overall we are content that the ER provides a suitable assessment of the potential environmental effects of the Strategy.	Comment noted.
Scottish Natural Heritage	Strategic Environmental Assessment draft Environmental Report	The Environmental Report has taken account of our scoping advice. As a result we consider that the key environmental issues have been correctly identified, and the assessment of likely significant effects on the environment has been carried out adequately.	Comment noted.
Scottish Natural Heritage	Draft Elgin Transport Strategy Appropriate Assessment	The Habitats Regulations Appraisal (HRA) is part of the Environmental Report, and has also taken account of our scoping advice. We take this opportunity to confirm that we are content that the assessment of potential impacts on Natura sites has been carried out adequately, and that the mitigation identified is appropriate.	Comment noted.

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Table 4 Statutory Consultee Responses to Draft Elgin Transport Strategy Strategic Environmental Assessment Report

Consultation Authority	Report Reference	Comment / Observation	Moray Council Response
Historic Environment Scotland	Part 1 Draft Elgin Transport Strategy	We welcome the preparation of this strategy and would only offer the following comment on one of the proposals contained within it. **New north-south link - Ashgrove Road to Maisondieu Road with traffic signals** This proposal has the potential to impact on the Category B listed Maisondieu Road, Railway Station, Engine Shed (HB no.30826). We note from the provided environmental assessment that this proposal will be subject to project level assessment and we would advise that the site and setting of the listed building be taken into account in the design of the proposed link road and bridge. We have supplied further information on this listed building in our response to the accompanying environmental assessment. Continued on next page	Comment noted. Mitigation hierarchy is: • Avoid • Reduce / minimise • Offset / compensate If the Ashgrove Road to Maisondieu Road new rail link proposal is adopted the detailed design stage will need to ensure that the site and setting of the listed building be taken into account in the design of the proposed link road and bridge. In light of the comment assessment I1B at appendices 7 and 8 have been amended to incorporate this observation. Report to Committee to highlight that: • The listing was previously not known due to an error on HES' geographical database.

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Table 4 Statutory Consultee Responses to Draft Elgin Transport Strategy Strategic Environmental Assessment Report

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Historic Environment Scotland	Part 1 Draft Elgin Transport Strategy	We welcome the preparation of this strategy and would only offer the following comment on one of the proposals contained within it. **New north-south link - Ashgrove Road to Maisondieu Road with traffic signals** This proposal has the potential to impact on the Category B listed Maisondieu Road, Railway Station, Engine Shed (HB no.30826). We note from the provided environmental assessment that this proposal will be subject to project level assessment and we would advise that the site and setting of the listed building be taken into account in the design of the proposed link road and bridge. We have supplied further information on this listed building in our response to the accompanying environmental assessment.	Continued from previous page. • Changes to setting of Category B Listed Building is a consideration • If the railway yard remains operational available mitigation may be limited e.g. screening and bunding of structures may not fully mitigate the impact on the setting of the Listed Building
Historic Environment Scotland	Part 2 Environmental Report	We welcome that the environmental report has clearly set out the assessment of the strategy and the proposals contained within it. We are generally content to agree with the findings presented within the assessment but would offer the further clarification to the issue raised in our response to the strategy itself Continued on next page	Comment noted.

Table 4 Statutory Consultee Responses to Draft Elgin Transport Strategy Strategic Environmental Assessment Report

Consultation Authority	Report Reference	Comment / Observation	Moray Council Response
Historic Environment Scotland	Part 2 Environmental Report	Continued from previous page. In terms of the detailed assessment provided in Appendix 6 relating to the proposed new north-south link (Ashgrove Road to Maisondieu Road with traffic signals) we note that uncertain effects have been predicted for the historic environment. The accompanying assessment discourse notes that "It is also acknowledged that there may be an impact on historic railway infrastructure." It should be noted that the engine shed (Moray SMR site NJ26SW0041) to the immediate west of the proposed link road is a Category B listed building. Historic Environment Scotland's geographical database places this listed building on a later engine shed some distance to the east of the actual listed building and we apologise for the confusion this has caused as this error has been taken through to the environmental baseline report that has been prepared to inform the assessment. We are currently updating our database to rectify this error. In light of this we would advise that the assessment and subsequent monitoring requirements be updated to reflect the status of the engine shed. As we have noted in our response to the strategy itself the location and design of this new road/bridge link should take into account both the site and setting of the listed building.	Mitigation hierarchy is: • Avoid • Reduce / minimise • Offset / compensate If the Ashgrove Road to Maisondieu Road new rail link proposal is adopted the detailed design stage will need to ensure that the site and setting of the listed building be taken into account in the design of the proposed link road and bridge. In light of the comment: 1. Environmental assessment I1B at appendices 7 and 8 have been amended to incorporate this observation 2. Table 22 amended to include an additional monitoring requirement 3. Annex A SEA Environmental Baseline Assessment - additional paragraph 3.3 has been inserted into section 3 to incorporate this observation

Table 5 Public Responses to Draft Elgin Transport Strategy Strategic Environmental Assessment Report

Consultation Reference	Report Reference	Comment / Observation	Moray Council Response
Burness Paull	THE UPDATED ENVIRONMENT AL REPORT UPDATED ENVIRONMENT AL REPORT	We note that the updated Environmental Report provides additional information on the scoping of the Environmental Report, the consideration of mitigation measures to address the identified likely significant effects of the Strategy, and the consideration of measures to monitor the significant environmental effects associated with the Strategy. The lack of information regarding mitigation and monitoring measures in the original Environmental Report was noted in our client's response to the original consultation, and the updates made to the Environmental Report are welcomed. However, a number of the concerns raised in the original consultation response dated 11 May 2017 (copy enclosed for your convenience) remain. In particular: Continued on next page	Comment noted. Comment noted. Comment noted. Response 11 May 2017 was reviewed and, where appropriate, the Environmental Report, Baseline Assessment or Appropriate Assessment was amended. Therefore, Moray Council response relates to the unresolved concerns raised in letter dated 7 July 2017.

Table 5 Public Responses to Draft Elgin Transport Strategy Strategic Environmental Assessment Report

Consultation Reference	Report Reference	Comment / Observation	Moray Council Response
Burness Paull	THE UPDATED ENVIRONMENT AL REPORT UPDATED ENVIRONMENT AL REPORT	<u>Consideration of the likely significant effects of the Strategy on the environment:</u> No consultation has been carried out with Gleaner regarding the impact of the proposed north-south link road on their land or business. Our client is concerned that the proposal will have an adverse impact on road safety and employment. There is therefore a potential for significant impacts on human health and population. Insofar as the Council has failed to consider the impact of the Strategy on our client, and other affected landowners and business owners, these likely significant impacts have not been sufficiently assessed. Continued on next page	The concerns regarding road safety and employment are noted. • We do not consider the concerns raised are environmental issues, therefore, they are not considered as part of the Strategic Environmental Assessment. • Potential for impact on Human Health at the local level for particular interventions has been acknowledged with safeguarding and mitigation measures identified. • Impacts on Population and the economic impact of an intervention is not an environmental consideration and is, therefore, outwith the scope of the Strategic Environmental Assessment

Table 5 Public Responses to Draft Elgin Transport Strategy Strategic Environmental Assessment Report

Consultation Reference	Report Reference	Comment / Observation	Moray Council Response
Burness Paull	THE UPDATED ENVIRONMENT AL REPORT UPDATED ENVIRONMENT AL REPORT	Mitigation measures: The Council's inclusion of anticipated mitigation measures in the Environmental Report is welcomed. Insofar as the likely significant effects of the Strategy on population and human health have not been considered, mitigation measures to address these effects have likewise not been considered. Consideration of alternatives: The Council have attempted to include some consideration of alternatives to the Council's preferred option for the proposed north-south link road. However, this is inadequate (as set out in further detail below), and the concerns set out in the original consultation response therefore still apply. Continued on next page.	Comment noted. Suggested mitigation measures are for the Strategy. The likely significant effects of the Strategy are assessed as Long Term Positive for the wider Elgin area. For some interventions further assessment will be required at the project level, with mitigation measures developed in response to any negative effects. The requirement for further assessment has been identified in the table of interventions which can be found in Appendices 7 and 8 of this document. The SEA has considered alternative options to the Strategy not alternative options to individual interventions. Full consideration of an alternative rail crossing has now been included at section 9.6.4

Table 5 Public Responses to Draft Elgin Transport Strategy Strategic Environmental Assessment Report

Consultation Reference	Report Reference	Comment / Observation	Moray Council Response
Burness Paull	THE UPDATED ENVIRONMENT AL REPORT UPDATED ENVIRONMENT AL REPORT	<u>Consideration of alternatives:</u> The Council is referred the original consultation response for further details of our client's concerns on these matters. In terms of the additional information contained in the updated Environmental Report, our client still has serious concerns with the consideration of alternative options for the proposed north-south link road. Our client also has concerns regarding the updated environmental assessment of the Ashgrove Road/Maisondieu Road option (11 B).	Comment noted. Comment noted.

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Table 5 Public Responses to Draft Elgin Transport Strategy Strategic Environmental Assessment Report

Consultation Reference	Report Reference	Comment / Observation	Moray Council Response
Burness Paull	THE UPDATED ENVIRONMENT AL REPORT CONSIDERATION OF ALTERNATIVES	Our client's concerns regarding consideration of alternatives were also raised by SEPA in their scoping response, set out in table 3 of the updated Environmental Report. SEPA's position is that the description of alternatives contained in Sections 9.1 to 9.3 of the original Environmental Report should be supported by an environmental assessment of those alternatives. The Council responded by stating that: "Additional assessment [has been] inserted at Appendix 5 which shows the expected environmental effects associated with two of the three alternative road link options." Section 9.0 of the Environmental Report has been updated to state that "An assessment of two alternative new north-south rail crossings can be found at Appendix 5." However, the Council's consideration of link road options in Section 9.4.1 remains unaltered from the original Environmental Report. It appears that the Council's inclusion of an environmental assessment of the Edgar Road/Wittet Drive link road option (I I H) is merely an attempt to pay lip service to the idea of consideration of alternatives.	The SEPA response relates directly to the consideration of alternative options to the Strategy as a whole and not the consideration of an alternative rail crossing. Therefore, changes were made to the SEA Report in line with our understanding of their response. It should also be noted that, following amendment, SEPA had no further comment to the SEA Report at the Public Consultation stage. Section 9.6.4 of the SEA Environmental Report has been updated to include a side-by-side comparison of the assessment interventions I1B and I1H (see Appendix 7 of this report) against each of SEA Receptor along with some additional text to clarify the environmental considerations associated with each of the two options.

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Table 5 Public Responses to Draft Elgin Transport Strategy Strategic Environmental Assessment Report

Consultation Reference	Report Reference	Comment / Observation	Moray Council Response
Burness Paull	THE UPDATED ENVIRONMENT AL REPORT THE UPDATED ENVIRONMENT AL REPORT 3.ENVIRONMENTAL ASSESSMENT OF THE LINK ROAD OPTIONS	Our client welcomes the fact that the Council's environmental assessment of the proposed option I1B has recognised that the likely effect of the proposal on human health is currently unknown, rather than positive, as it was assessed in the original Environmental Report. It is our client's position that the likely effect of the proposal on population should also be assessed as unknown at the present time, given the lack of consultation with landowners and business owners, including our client, who would be affected by implementation of option I IB. However, the amended assessment of human health impacts is the only alteration to the Council's assessment of option I1B. It is therefore entirely unclear how this downward assessment allows the Council to revise their summary of the environmental effects of option I1B up from "negative - requires further detailed assessment at project level" to "negative (in localised area) - requires further detailed assessment al project level, overall - positive". It is noted that the Council's assessment of option I1H (Edgar Road/Wittet Drive) concludes that that proposal would have the same level of likely environmental impacts on all SEA receptors as option I1 B. The assessment reaches the same conclusion that the environmental effect of the proposal would be negative locally but overall positive. Continued on next page.	Direct consultation with landowners and business owners is not required as part of the Strategic Environmental Assessment. Moray Council's assessment is that the Strategy positively affects population as a whole with localised effects on Human Health requiring further assessment. It is Moray Council's assessment that amendment of the effects on Human Health did not affect the overall assessment of: • Negative (in localised area) - requires further detailed assessment at project level. • Overall Positive. In order to assist understanding the assessments of option I1B and I1H at Appendices 7 and 8 have been amended to clarify the assessments as follows: • Negative (in localised area of Ashgrove Road – Maisondieu Road / Wittet Drive – Edgar Road) - requires further detailed assessment at project level. • Overall Positive- wider area of Elgin.

Table 5 Public Responses to Draft Elgin Transport Strategy Strategic Environmental Assessment Report

Consultation Reference	Report Reference	Comment / Observation	Moray Council Response
Burness Paull	THE UPDATED ENVIRONMENT AL REPORT 3. ENVIRONMENTAL ASSESSMENT OF THE LINK ROAD OPTIONS	It is also entirely unclear why the Council chose to include an environmental assessment of option I1H in the updated Environmental Report, but did not asses the third link road option (I1E/I1F - Wards Road to Edgar Road). Our original consultation response set out our client's position that the Council's position on the separate Western Link Road scheme is not a proper basis on which to discount option I1H. The fact that there is, in the Council's assessment, no difference between options I1B and I1H in terms of environmental effect, reinforces this point. Continued on next page	As stated in section 9.4.1 the third road link option was discounted at an early stage on grounds of feasibility. In line with this comment, additional text has been added to clarify that the option is not technically deliverable. Option I1H is identified as a technically feasible alternative. Opton I1H was not included in the draft ETS on the basis of the Council's decision on 29 Mar 2016 not to pursue this scheme. Therefore in response to this comment: • Section 9.4.1 has been revised to provide clarification of alternative rail crossing options. • In addition to the assessments of the railway crossings already provided in Appendix 7, the following additional information has been provided: a. New section 9.6.4 has been included to highlight the information previously presented in tabular form and discuss the environmental impacts of the railway crossing options.

Table 5 Public Responses to Draft Elgin Transport Strategy Strategic Environmental Assessment Report

Consultation Reference	Report Reference	Comment / Observation	Moray Council Response
Burness Paull	THE UPDATED ENVIRONMENT AL REPORT 3. ENVIRONMENTAL ASSESSMENT OF THE LINK ROAD OPTIONS	It is also entirely unclear why the Council chose to include an environmental assessment of option I1H in the updated Environmental Report, but did not asses the third link road option (I1E/I1F - Wards Road to Edgar Road). Our original consultation response set out our client's position that the Council's position on the separate Western Link Road scheme is not a proper basis on which to discount option I1H. The fact that there is, in the Council's assessment, no difference between options I1B and I1H in terms of environmental effect, reinforces this point.	b. New Table 9 has been included in section 9.6.4 showing the anticipated environmental effects associated with the railway crossings (side by side comparison to aid understanding of information previously included).
Burness Paull	Closing comment	At the time the Council made its political decision not to proceed with the Western Link Road, no consideration was given to what is now option I1B. Both options should therefore be considered, as the previous Council decision is not directly relevant to the current issue. The Council's attempts to address our client's concerns are appreciated. However, our client's position remains that the current SEA process, as carried out, is insufficient to meet the requirements of the Environmental Assessment (Scotland) Act 2005. As stated in the original consultation response, no plan or programme can be competently adopted in contravention of the 2005 Act, and so adoption by the Council of the Strategy will be open to judicial challenge. Our client welcomes the assurances made, in a separate letter to them dated 3 July 20 I 7, that the Council intend to liaise with Gleaner through any further stages of development.	Note. See above response. The SEA Report has now been amended in line with these comments to the Public Consultation exercise. Comment noted.

Table 5 Public Responses to Draft Elgin Transport Strategy Strategic Environmental Assessment Report

The following five responses where received via the online Survey Monkey questionnaire.

Consultation Reference	Report Reference	Comment / Observation	Moray Council Response
None	Q2: Overall are you content with the Strategic Environmental Assessment	Don't know. No further comments were provided.	No action required.
Representative of an organisation	Q2: Overall are you content with the Strategic Environmental Assessment	No. No further comments were provided.	No action required.
Other	None	No comments were provided in questionnaire.	No action required.
Representative of an organisation	None	No comments were provided in questionnaire.	No action required.
Member of the public	None	No comments were provided in questionnaire.	No action required.

4.0 Key Facts

Table 6 sets out the key information.

Table 6 Key Facts

Responsible Authority	Moray Council.
Title of PPS	Elgin Transport Strategy 2017 to 2030.
Purpose of PPS	To ensure that Elgin is a desirable, vibrant and healthy place to live and work.
What Prompted the PPS	The Elgin Transport Strategy provides a framework to keep Elgin moving for the future. It has been developed in response to the Moray Local Development Plan 2015, aiming to meet the growth needs with a 14 year horizon to 2030. In this period it is forecast that an additional 2,700 houses will be built around Elgin, and an additional 960 jobs created.
Subject	Transportation and sustainable travel.
Period covered by PPS	2017 to 2030.
Frequency of updates	A formal review of the ETS will take place 5 years after adoption or earlier if it is considered appropriate.
Area covered by PPS	The ETS will cover the settlement of Elgin.
Summary of nature/content of PPS	The ETS details the impacts associated with the projected housing and population growth within Elgin through to 2030 and the interventions to transportation and sustainable travel options required to support this growth.
Are there any proposed PPS objectives?	The objectives of the ETS 2017 are to: 1. Make it easier for people to get between home, work, social activities and services 2. Make how long it takes to get around Elgin more predictable and consistent 3. Reduce the time it takes to get around Elgin by bicycle, on foot or by public transport 4. Make journeys feel and be safer 5. Get more people using public transport, bicycle and walking for all or some of their journey, rather than using cars 6. Enhance Elgin's appearance by sensitively integrating any physical changes
Contact	Transport Development Development Services The Moray Council Council Offices, High Street, Elgin, IV30 1BX Email: Transport.Develop@moray.gov.uk

5.0 Policy Guidance

As a key part of the draft ETS, the relevant national, regional and local policies have been reviewed, and their influence on the draft Strategy considered.

5.1 National Policies

The National Transport Strategy (NTS) sets the long term vision for transport policies within Scotland. The NTS provides a framework for enhancing the transport system, in response to the main transport challenges that Scotland faces, which in turn contributes to improvement in terms of its economic, environmental and social performance. The NTS defines three Key Strategic Outcomes which continue to be used as the guiding principles at national, regional and local level when developing strategy and prioritising resources.

The three key strategic outcomes are:

- Improved journey times and connections (between cities and towns and global markets) to tackle congestion and lack of integration and connections in transport
- Reduced emissions to tackle climate change, air quality, health improvement
- Improved quality, accessibility and affordability of transport, to give choice of public transport, better quality services and value for money, or alternative to car

The NTS, Scottish Planning Policy (SPP), National Planning Framework (NPF) and Scotland's Economic Strategy form the overarching national policy framework with which Local Transport Strategies are required to align.

The Scottish Government's Designing Streets national policy statement has been created to ensure that good street design should derive from an intelligent response to location, rather than the rigid application of standards, regardless of context. The document sits alongside Designing Places, which sets out government aspirations for design and the role of the planning system in delivering this through systems such as Local Development Plans.

5.2 Regional Policies

The Highlands and Islands Transport Partnership (HITRANS) is the statutory regional transport body covering Na h-Eileanan Siar (Western Isles), Orkney, Highland, Moray and most of the Argyll and Bute area.

The HITRANS Regional Transport Strategy (RTS) sits within a hierarchy of transport policies between the NTS and Local Transport Strategies. The RTS provides a framework for the transport activities of constituent councils, health boards and others. The RTS has a stated vision of '*enhancing the area's viability - enhancing its place competitiveness and thereby attracting and retaining people in the area and making it a more attractive place in which to live, to work, to conduct business and to visit'.*

The main objective of the RTS is to '*improve the interconnectivity of the whole area to strategic services and destinations requiring development of a fit for purpose, multi-modal transport system'*. The RTS' principal benefit to the communities and businesses of the HITRANS area will be to increase sustainable economic growth.

The other benefits of the RTS will be to:

- Enable people to participate in everyday life
- Improve the safety and security of travel
- Manage the impacts of travel on the area's environmental assets
- Improve people's health

5.3 Local Policies

The Moray Local Development Plan 2015 (MLDP 2015) was adopted on 31 July 2015, and contains a spatial strategy for directing growth in Moray for the next 10 to 20 years. The MLDP 2015 sets out the vision for Moray which aims to provide '*Good, efficient transport links to the rest of the country, with the encouragement of active travel and enhancement of rail as alternatives to journeys by car and truck'.* In order to assist in achieving and delivering this aim, the MLDP 2015 *'Safeguards and enhances Moray's environmental qualities'* and *'Promotes low carbon, sustainable development, and provides alternative options to car use'.*

The Moray Local Transport Strategy 2011's (MLTS 2011) vision is to provide '*Excellent connections and accessibility for Moray through a safe, integrated, reliable and affordable transport system which is inclusive and supports economic development and the needs of the local communities whilst safeguarding the environment'.* The MLTS 2011's vision and key strategic objectives for transport in Moray informs the Council's transport investment for the term of the strategy to address future transportation issues.

Moray 2026 is a revision of the first 10 year plan, Moray 2023, which provided a description of Moray's trends at 2013 to give an understanding of its communities. This helped establish what Moray is like as a place in which to live and work and enabled partners to assess the strengths and weaknesses, thereby identifying only issues that needed to be addressed. The overarching aim and purpose of Moray 2026 is 'to improve life for those living and working in Moray' and has identified 5 priorities:

- A growing, diverse and sustainable economy
- Healthier citizens
- Ambitious and confident young people
- Adults living healthier, sustainable independent lives, safeguarded from harm
- Safer communities

The Moray Council Active Travel Strategy 2016 - 2021 sets out how Moray Council will encourage more non-motorised travel within Moray through a series of direct measures and behaviour change programmes. Delivery will be through the Council's programme of promoting sustainable and active travel, through cross departmental work with other areas of the Council and through the ongoing partnership approach with external funders, the community and other interested parties. Active travel includes all forms of non-motorised travel i.e. travel that encourages physical activity, and so is beneficial to both health and the environment.

The objectives of the Moray Council Active Travel Strategy are to:

- Increase the number of active travel journeys made within Moray
- Increase the modal share of both walking and cycling journeys to work and school
- Contribute to a reduction in the number of motorised journeys made within Moray
- Create and maintain a comprehensive network of safe and user friendly infrastructure for active travel that meets people's needs
- Implement a programme of activities designed to encourage more people to travel actively more often
- Raise awareness of the active travel network and the benefits of travelling actively

The aims of the above Local Policies are to set out the Council's overall strategy for transportation and sustainable travel planning including a spatial framework and detailed policy guidance maps.

The draft ETS sets out how transportation and sustainable travel interventions have been identified and assessed, and provides details of each proposed intervention within Elgin. The draft ETS will, therefore, supplement the Moray LTS 2011 and Active Travel Strategy by providing transportation and sustainable travel solutions within Elgin.

6.0 Relationship to other Plans, Programmes or Strategies

Schedule 3 of the Environmental Assessment (Scotland) Act 2005 requires that SEAE reports provide details of the relationship between other relevant PPS. This SEA has considered the relationship with other EU / international, national, regional and local PPS that are relevant to the draft ETS. These can be found at Appendix 5.

The assessment of the relationship of the PPS in relation to the draft ETS confirms that the draft ETS should:

- Contribute to sustainable development, including the development of a low carbon economy – draft ETS objective 5
- Suggest methods to ensure the transport network remains resilient and able to adapt to the effects of climate change – draft ETS objectives 1, 3 and 5
- Seek to develop a safe and secure, efficient and integrated transport system – draft ETS objectives 1, 3, 4 and 5
- Encourage measures that reduce the need to travel – draft ETS objective 5
- Ensure that conditions are in place to allow uptake of a variety of sustainable and active travel modes of transport, including walking, cycling, travel by public transport and car sharing – draft ETS objectives 3 and 5
- Seek to improve connectivity and journey times within Elgin by all modes of transport – draft ETS objectives 1, 2, 3 and 5
- Improve the accessibility of the transport system, ensuring users benefit from a range of transport options relevant to their needs – draft ETS objective 1
- Ensure that transport is affordable and the cost of transport does not lead to social exclusion – draft ETS objective 1
- Minimise the impact of transport on biodiversity, particularly on European protected sites and species – draft ETS objective 5
- Seek to minimise the environmental impacts of transport in terms of reducing carbon and greenhouse gas emissions – draft ETS objective 5
- Seek to improve the quality of air in Elgin – draft ETS objective 5
- Ensure that transport does not contribute to further deterioration in noise quality in protected areas – draft ETS objective 5
- Minimise impacts of transport on the historic environment – draft ETS objective 5
- Enable efficient movement around Elgin – draft ETS objectives 1, 2 and 3
- Contribute to the development of Elgin – draft ETS objectives 1, 2, 3, 4, 5 and 6

7.0 Scoping

The purpose of the scoping process is to define the level of detail to be covered by the assessment, and agree on consultation timescales. The scoping process also affords the opportunity for statutory consultees to give their view on the proposed scope and level of detail of the assessment, which includes confirmation of any environmental topics, which, in their opinion, could be scoped out.

In order to determine if SEA topics would be scoped in or out, the draft ETS vision / proposals were assessed against the SEA Baseline Assessment (see Annex A) to determine the likely effect on individual SEA receptors. Table 7 below provides the scoping outcome and justification for each SEA topic.

Table 7 Scoping of SEA Topics

SEA Topic	Scoped In / Out	Justification
Biodiversity, flora and fauna	In	Draft ETS intervention packages are designed to increase, and encourage the use of, sustainable and active travel options, therefore, there are opportunities for biodiversity enhancement. These are considered to be significantly positive. See section 14 Summary of Outcomes and Appendix 8 Detailed Assessment Matrix. Notes: The SEA will need to consider any impacts on: • Tree Preservation Orders - see o Annex A Baseline Assessment • Loch Spynie - see o Annex A Baseline Assessment o Annex B Appropriate Assessment • European Protected Species – see o Annex A Baseline Assessment
Landscape	Out	Draft ETS intervention packages are assessed as having a low to moderate impact on the landscape of Elgin and, therefore, considered to be a minor change. See section 14 Summary of Outcomes and Appendix 8 Detailed Assessment Matrix.

Continued on next page.

Table 7 Scoping of SEA Topics

SEA Topic	Scoped In / Out	Justification
Air (air quality and noise)	In	Promoting behavioural change. Change of transport modes to sustainable travel. Reducing air pollution from standing traffic. The draft ETS intervention packages will require consideration of any potential positive and negative impacts on local receptors, in terms of air quality and noise. Some of the draft ETS proposals will require more detailed environmental assessment as part of the planning process. See section 14 Summary of Outcomes and Appendix 8 Detailed Assessment Matrix.
Cultural Heritage	In	In addition to numerous archaeological areas and places of interest in Elgin, there are also 2 conservation areas and a number of listed buildings which may be affected by the intervention packages. Conservation areas are: • Elgin High Street and Elgin South Listed buildings and Scheduled Monuments include: • Elgin Cathedral • Elgin Castle • Bishops House • Elgin Pans Port • Railway Engine Shed • 31 Wittet Drive Screening / Scoping Report comments from Historic Environment Scotland can be found in Section 3. See section 14 Summary of Outcomes and Appendix 8 Detailed Assessment Matrix.
Climatic Factors	In	Change of transport modes to sustainable and active travel options. These are considered to be significantly positive. See section 14 Summary of Outcomes and Appendix 8 Detailed Assessment Matrix.

Continued on next page.

Table 7 Scoping of SEA Topics

SEA Topic	Scoped In / Out	Justification
Soil	In	A review of the Scottish Government website Soils Scotland and Scottish Natural Heritage websites show that Elgin is built on non-soil (i.e. built-up area, rock-scree), however, British Geological Survey data does show possible peat deposits within Elgin.  Moray_Peat.pdf  Soils Scotland Carbon and Peatland  Elgin_Peat_BGS_GB50.pdf Note: Printed maps can be found in Appendix 9 of this report. Some ETS proposals may affect areas of peat rich soil and is therefore considered to be significantly negative. See section 14 Summary of Outcomes and Appendix 8 Detailed Assessment Matrix.
Water	In	Draft ETS proposals may increase water run-off. The River Lossie runs through Elgin in addition to other burns and watercourses. In addition, the Burn of Tyock and Linkwood Burn may be affected by proposed interventions, therefore, this is considered to be significantly negative. See section 14 Summary of Outcomes and Appendix 8 Detailed Assessment Matrix.
Material Assets	In	Changes to core paths and cycle paths are considered to be significantly positive. See section 14 Summary of Outcomes and Appendix 8 Detailed Assessment Matrix.
Population	In	Forecasted increase in population and increase in car ownership are considered to be significantly positive and negative. See section 14 Summary of Outcomes and Appendix 8 Detailed Assessment Matrix.

Continued on next page.

Table 7 Scoping of SEA Topics

SEA Topic	Scoped In / Out	Justification
Human Health	In	Change of transport modes to sustainable and active travel options are considered to be significantly positive. See section 14 Summary of Outcomes and Appendix 8 Detailed Assessment Matrix.
Inter-relationships	In	Park and Change site proposals may indirectly affect Natura 200 Site. Forecasted increase in population and increase in car ownership is considered to be significantly negative. See section 14 Summary of Outcomes and Appendix 8 Detailed Assessment Matrix.

8.0 Objectives

The objectives and aims of the Draft Elgin Transport Strategy Strategic Environmental Assessment process are listed in Table 8 below.

Table 8 SEA Objectives and Aims

SEA Topic	Objective	Aim of Objective
Air (Air quality and noise)	1. To improve air quality within Elgin and prevent a further deterioration in the noise environment at sensitive receptors.	• To protect and enhance the local air quality in Moray and to ensure that emissions are below National Air Quality Standards and thus air quality objectives are met
Climatic Factors	2. To reduce the causes and impacts of climate change.	• To reduce pollution • To promote sustainable use of resources • To reduce risk of flooding
Biodiversity, flora and fauna	3. To protect and enhance the biodiversity and landscape of Elgin, including the protection and enhancement of species, habitats, geology and landform.	• To protect the natural environment with particular emphasis on protected sites and species (local, national and European) and to conserve the existing environment through enhancement schemes, mitigation and compensatory measures where necessary • To promote people's enjoyment, understanding and appreciation of the natural heritage and the need for its protection
Cultural Heritage	4. To protect and enhance cultural heritage and diversity within Elgin.	• To protect and where appropriate, enhance the historic environment
Water	5. To protect and enhance the district's water environment.	• To protect watercourses from pollution • To protect and enhance the quality of the water environment within Elgin. Areas designed as floodplains should be maintained to ensure floodwater attenuation is not affected
Soil	6. To promote the sustainable management, improvement and protection of soils, including carbon rich soils, deep peat and priority peatland habitats.	• To protect and enhance the quality of the ground environment and promote the sustainable use of local materials and brownfield sites • To protect areas of carbon rich soils, deep peat and priority peatland habitats

Continued on next page.

Table 8 SEA Objectives and Aims

SEA Topic	Objective	Aim of Objective
Human Health Climatic Factors	7. To promote the use of sustainable transport options.	• Promote use of off road cycling and walk routes, connecting to core paths and long distances routes, where possible
Landscape	8. Protect, enhance and create greenspaces and regenerate degraded environments.	• To protect existing open spaces, create high quality green and open spaces and link them to existing open/green spaces
Material Assets Population and Human Health Inter-relationships	9. To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.	• To protect and enhance the quality of life of Moray communities and visitors through employment and housing provision, good infrastructure, health and recreation opportunities

9.0 Alternative Options

The Environmental Assessment (Scotland) Act 2005 requires that alternative options are considered when preparing PPS and consideration given as to whether there are alternative aims or objectives and strategies which could be included.

Paragraphs 9.1 to 9.3 outline alternative options considered when developing the draft ETS. An environmental assessment of the anticipated environmental effects, associated with each of the alternative options, on individual SEA receptors can be found at Appendix 6. An assessment of two alternatives new north – south rail crossings can be found at Appendix 7.

9.1 'Maintain the Status Quo'

This represents a 'business as usual' scenario and, therefore, provides a benchmark against which to gauge the effectiveness of the proposed transportation and sustainable travel interventions.

In this scenario, with no interventions, results of traffic modelling undertaken by Moray Council Transportation's consultant Jacobs showed that '*overall, without action there is likely to be a significant deterioration in network performance across much of Elgin as a result of traffic growth, leading to increased congestion and journey times. This will be the case whether or not an A96 bypass is constructed. Its construction will likely ease congestion on the existing alignment of the A96 through Elgin, however, it will put additional pressure on the limited number of existing rail crossings'.*

Maintaining the status quo would result in the private car remaining as the dominant mode of transport within Elgin. Initially, there would be little impact on SEA receptors. However, as Elgin continues to grow, SEA receptors will begin to suffer from the increasing negative environmental impacts associated with this growth (Section 9.6.1 provides further details).

This scenario was, therefore, rejected.

9.2 'Mode Change'

This approach represents focusing investment on sustainable travel interventions with limited investment on road-based infrastructure within Elgin.

In the 'Mode Change' scenario there would be infrastructure improvements for pedestrians and cyclists, enhancement of the public transport network and improved publicity and provision of information on sustainable travel options throughout Elgin. The promotion of mode change would be supported by other management interventions such as higher parking charges, restricted parking areas and further pedestrianised zones.

Whilst this approach could be considered as a strategy, in isolation it does not deal with the anticipated 15,000 additional car journeys per day associated with the growth in the MLDP2015 and increase in car ownership, and corresponding rise in congestion and pollution levels caused by exhaust fumes.

'Mode Change' would result in more people choosing sustainable and active travel options which could in isolation have significantly positive impacts on SEA receptors. However, failing to address the negative environmental effects associated with the anticipated growth of Elgin through to 2030, associated with the development of the allocated sites within the MLDP 2015 (which includes long term housing allocations beyond the plan period) would result in increasingly negative environmental impacts.

It is anticipated that the negative environmental consequences of failing to take action would be the same as those outlined in section 9.1 above (Section 9.6.2 below provides further details).

'Mode Change' was, therefore, rejected.

9.3 'Integrated Transport and Sustainable Travel'

It is considered that a balanced package of transport and sustainable travel interventions provides the best all-round strategy in response to the projected growth in Elgin through to 2030.

This scenario complements the MLTS 2011, by providing a balanced package of interventions including schemes to support the use of sustainable travel and public transport modes, with targeted road infrastructure improvements to address congestion.

The draft ETS intervention packages (outlined at paragraphs 12.1 to 12.4) are grouped into the following:

- Short-term interventions which are considered 'quick wins' and are designed to prepare for future growth,
- Medium-term interventions requiring more preparation, but have major impact on the operation of the road network, and
- Long-term interventions schemes, with and without the A96 bypass, that take full advantage of the efficient network created by the short and medium term interventions.

An 'Integrated Transport and Sustainable Travel' strategy would result in more people choosing sustainable and active travel options and is expected to have significantly positive impacts on SEA receptors. The approach also incorporates targeted improvements to the transport network, thereby mitigating against the most severe negative environmental consequences on SEA receptors associated with the 'Maintain the Status Quo' and 'Mode Change' options (Section 9.6.3 below provides further details).

9.4 Issues for Consideration

Development of the potential interventions required consideration of constraints to movement. These include:

- Additional crossing / improved crossing of the Aberdeen / Inverness railway, and
- A96 dualling (which would include a bypass for Elgin).

9.4.1 Railway crossing

During the development of the draft ETS, a 'Strengths, Weaknesses, Opportunities and Threats' (SWOT) analysis determined that one of the main constraints on the transport network is the lack of options for crossing the railway line, which acts as a barrier for north – south movements within Elgin for all modes of transport. Three main locations were identified as potential sites for a new railway crossing with modelling results indicating similar network operation benefits. The potential sites were:

- Wards Road to Edgar Road
- Edgar Road to Wittet Drive, and
- Ashgrove Road to Maisondieu Road

The Wards Road to Edgar Road crossing was discounted due to the requirement to demolish several operational buildings and properties, and cross two sections of railway line in close proximity to Elgin Railway Station. New bridges over the mainline railway in Elgin require additional headroom to allow for future electrification of the Aberdeen to Inverness railway. The extent of land required to enable a bridge to tie into existing ground levels would be significant bearing in mind the local topography. This option was deemed to be not technically deliverable at early stages of option assessment, therefore, no environmental assessment has been undertaken.

The Edgar Road to Wittet Drive option was a component of the Western Link Road scheme, previously promoted by the Moray Council. However, the Western Link Road had been the subject of a Council decision, in March 2016, not to proceed with this scheme. An environmental assessment of this proposal has been undertaken which shows there are no environmental reasons for discounting this option. See Appendix 7 of this report.

The Ashgrove Road to Maisondieu Road option has been included in the draft ETS as the location for providing additional capacity to cross the railway line in conjunction with improvements to the junctions to the north and south of the existing A941 railway crossing to the west. An environmental assessment of this proposal is provided at Appendices 7 and 8 of this report.

Consideration of the environmental impacts associated with the alternative rail crossing options can be found at paragraph 9.6.4 below.

9.4.2 Modelling with and without A96 Bypass of Elgin

Draft ETS long term core package interventions were modelled to show the effect on traffic movements with and without the implementation of the A96 dualling. As previously stated in paragraph 9.1, modelling by consultants showed that '*overall, without action there is likely to be a significant deterioration in network performance across much of Elgin as a result of traffic growth, leading to increased congestion and journey times whether or not an A96 bypass is constructed'.*

9.5 Summary of Interventions

The draft ETS does not solely cater for the growth in journeys by vehicles. The draft ETS focuses on the development of and/or enhancement of various transportation and sustainable travel interventions catering for the travel demands of the forecasted increase in population and corresponding requirements for the additional housing and employment as set out in the MLDP2015. Whilst the draft ETS focuses on movement in and around Elgin, the short, medium and long term interventions will also benefit visitors, both local and tourist, due to the increase in, or enhancement of, sustainable travel options and more consistent travel times within Elgin.

9.6 Environmental Implications of Alternative Options

This section discusses the environmental implications associated with the three draft ETS options outlined in sections 9.1 to 9.3 and the alternative rail crossing options outlined in section 9.4.1.

9.6.1 'Maintain the Status Quo'

This approach would result in the private car remaining as the dominant mode of transport within Elgin. Initially, there would be little impact on SEA receptors. However, as Elgin continues to grow, SEA receptors will begin to suffer from the increasingly negative environmental impacts associated with this growth.

It is anticipated that the negative environmental consequences of failing to take action are;

- Long term negative impacts to biodiversity due to increased levels of run-off pollution and reduced air quality, particularly for those currently suffering from disturbance and/or severing of species and habitats
- A need for the construction of new transport infrastructure due to increased car ownership and growth
- Increased levels of pollution and the corresponding impact on human health, biodiversity, cultural heritage, climate, soil, water and material assets receptors
- Reduced air quality and the corresponding impact on human health and biodiversity
- Increased noise pollution and the corresponding impact on human health and biodiversity

- Increased levels of congestion resulting in a reduction in investment and having a negative economic impact
- Increased numbers of motorised vehicles resulting in an unsafe travelling environment for cyclists and pedestrians which has the potential to cause social exclusion for vulnerable groups and increased sedentary behaviour which will have a long-term negative impact on human health
- Fewer people walking and cycling due to limited sustainable and active travel choices reduces opportunities for physical activity which can lead to a sedentary lifestyle and negatively impact human health
- Increased car usage reduces the attractiveness of open areas and green space, thereby, reducing the opportunities / likelihood of physical activity
- Damage to, or loss of enjoyment of, cultural heritage due to noise and air pollution
- Deterioration of material assets due to vibration, noise and air pollution and reduced investment
- Increased potential for accidents and collisions with corresponding health and economic costs associated with loss of life / life changing injuries / rehabilitation / health care costs / accident investigations / etc.
- Increased levels of congestion resulting in an increase driver stress which negatively impacts human health
- Rising carbon emissions, associated with an increase in car ownership, with long-term negative impacts on species vulnerable to climate change, leave certain species vulnerable to the risks and effects of flooding.
- The negative effects of climate change means that the transport network remains vulnerable to extreme weather events, with the potential to cause severe disruption to the movement of people and freight and to make certain areas inaccessible during extreme weather.

This scenario is, therefore, rejected due to the permanent, long term negative impact on SEA receptors.

9.6.2 'Mode Change'

As outlined in section 9.6.1, the option to 'Maintain the Status Quo' could ultimately lead to a permanent, long term negative impact on all SEA receptors.

Maximising the 'Mode Change' opportunities could see more people choosing sustainable and active travel options which could in isolation have significantly positive impacts on SEA receptors. Positive environmental impacts include:

- Long term positive impacts to biodiversity due to increased air quality, particularly for those currently suffering from disturbance and/or severing of species and habitats
- Negates the requirement for construction of new transport infrastructure due to decreased car ownership

- Reduced levels of pollution and the corresponding positive impacts on human health, biodiversity, cultural heritage, climate, soil, water and material assets receptors
- Increased air quality and the corresponding positive impact on human health and biodiversity
- Reduced noise pollution and the corresponding positive impacts on human health and biodiversity
- Reduced levels of congestion could attract increased investment thereby providing a positive economic impact
- Reduced numbers of motorised vehicles provides a safer travelling environment for cyclists and pedestrians which has the potential to increase opportunities for social inclusion for vulnerable groups and increase physical activity which will have a long-term positive impact on human health
- Increased numbers of people walking and cycling due to enhance sustainable and active travel choices increases physical activity which can lead to a healthier lifestyle and positively impacts human health
- Positively contributes to a reduction in car usage, enhancing the attractiveness of open areas and green space, thereby, enhancing the opportunities / likelihood of physical activity
- Positively contributes to a reduction in noise and air pollution, thereby increasing opportunities for the use and enjoyment of open space and cultural heritage
- Positively contributes to an increase in material assets and reduces the negative effects on this receptor due to vibration, noise and air pollution and reduced investment
- Positively contributes to a reduction in car use, thereby, reducing the potential for accidents and collisions and the negative health and economic costs associated with loss of life / life changing injuries / rehabilitation / health care costs / accident investigations / etc.
- Will contribute to reduced levels of congestion resulting in an decrease in driver stress which positively impacts human health
- Provides a positive contribution to a reduction in carbon emissions
- Provides appositive contribution to climate change.

However, in isolation this approach would fail to address the negative environmental effects associated with the anticipated growth of Elgin through to 2030, associated with the allocated sites in the MLDP 2015 (which includes long term housing allocations beyond the plan period), and would result in increasingly negative environmental impacts associated with this growth (see section 9.6.1).

It is anticipated that the negative environmental consequences of failing to take action would be the same as those outlined in section 9.6.1 above.

9.6.3 'Integrated Transport and Sustainable Travel'

Failure to implement a coherent transport strategy for Elgin could ultimately lead to a permanent, long term negative impact on all SEA receptors. Failing to maximise the opportunities for active and sustainable travel modes and with increased demand for travel associated with the growth of Elgin,

would result in severely negative impacts on the various SEA receptors as outlined in section 9.6.1 and 9.6.2.

The implementation of a balanced Transport Strategy which includes both interventions for active/sustainable travel and targeted improvements to the road network is anticipated to significantly mitigate against the effects of the 'Maintain the Status Quo' option outlined in section 9.6.1 and provide the positive effects positive effects to the 'Mode Change' option outlined in section 9.6.2.

9.6.4 Alternative Railway Crossings

As previously mentioned in section 9.4.1 three main locations were identified as potential sites for a new railway crossing. The potential sites were:

1. Wards Road to Edgar Road
2. Edgar Road to Wittet Drive, and
3. Ashgrove Road to Maisondieu Road

Option 1

The Wards Road to Edgar Road option was considered initially but at the option assessment stage discounted due to the technical difficulties associated with delivery of this option. Therefore, no environmental assessment has been undertaken.

Options 2 and 3

Comparison of the two remaining options, the previously considered Edgar Road to Wittet Drive Western Link Road and the Ashgrove Road to Maisondieu Road link, shows broadly similar environmental impacts on individual SEA receptors, resulting in the same overall assessment of environmental impact.

It is anticipated that the provision of an additional railway crossing will:

- Provide the same positive environmental impacts associated with the Integrated Transport and Sustainable Travel strategy discussed in section 9.6.3 above; and
- Provide a positive environmental impact to the wider area of Elgin by reducing levels of standing traffic, air and noise pollution

Conversely, the areas in the immediate vicinity of these alternate options for a railway crossing are likely to suffer adverse environmental impacts due to increased levels of noise and air pollution associated with a potential for increased traffic flow.

Comparison of Ashgrove Road – Maisondieu Road and Edgar Road – Wittet Drive Options

The Edgar Road to Wittet Drive option is believed to result in a marginally worse impact from an environmental perspective, with respect to the development of greenfield land with associated negative impacts on biodiversity flora and fauna, given its proximity to The Wards Wildlife Site. The Ashgrove Road to Maisondieu Road option, however, utilises an existing brownfield site.

Whilst in terms of impact on the Historic Environment Ashgrove Road to Maisondieu Road would have an adverse impact on the setting of a Category B Listed Building which would require mitigation. For the Edgar Road to Wittet Drive option there would be additional traffic on an existing road adjacent to 31 Wittet Drive Category B Listed Building.

It is considered that the following environmental benefits are afforded by the Ashgrove Road to Maisondieu Road option:

- Reduced negative impacts on biodiversity, flora and fauna as:
    - This option does not affect a Wildlife Site
    - This option does not affect European Protected Species
    - There would be reduced disturbance of sensitive species and habitats
    - This option will not cause a fragmentation of wildlife habitats
    - There would be reduced land take requirement
    - This option would use an existing brownfield site
- The opportunity to utilise a brownfield site reduces the requirement to construct on undeveloped greenfield sites, thereby reducing the impact on existing material assets
- This option does not sever a core path
- This option provides an additional active travel link in this area which is anticipated to:
    - Provide a safer travelling environment for cyclists and pedestrians
    - Increase numbers of people walking and cycling
    - Increase opportunities for social inclusion for vulnerable groups
    - Increase physical activity
- The utilisation of an existing brownfield site protects current green space, thereby, enhancing the opportunities for, and the likelihood of, physical activity. However there would be a negative Cultural Heritage impact associated with this option.

Table 9 below provides a summary of the anticipated environmental impacts associated with the proposed railway crossing options, presenting the information contained in the assessments within Appendix 7 to enable comparison of the options.

Table 9 Summary of anticipated environmental impacts associated with alternative railway crossing locations

SEA Receptor	Ashgrove Road – Maisondieu Road	Wittet Drive – Edgar Road
Biodiversity, flora and fauna	• Intervention utilises existing brownfield site. • Intervention could lead to disturbance of established sensitive species within the site and lead to damage to biodiversity, flora and fauna.	• Intervention requires development of greenfield site. • Intervention is immediately adjacent to The Wards Wildlife Site • Previous surveys and consultation has confirmed the presence of: o Badgers o Bats o Otters o Red squirrels o Atlantic salmon o Brown trout and sea trout o A number of bird species including snipe, carrion crow, kestrel and buzzard. • Intervention could lead to fragmentation of habitats, disturbance of sensitive species and lead to the irreversible loss/damage to biodiversity, flora and fauna.
Soil	• Intervention may be in a peat area. • The area is already developed.	• Intervention may be in a peat area. • The area is not developed.
Cultural Heritage	• Intervention lies within close proximity to a Class B Listed Building (railway engine shed), impacting on setting. • Intervention is adjacent to a conservation area and may adversely impact the Natural Heritage of the area.	• Class B Listed Building (31 Wittet Drive) is adjacent to existing road linking to new infrastructure. • Potential to negatively impact unknown cultural heritage sites.
Climatic Factors	• Intervention may contribute to a reduction in emissions. • Intervention is anticipated to have a positive environmental effect on wider area of Elgin.	• Intervention may contribute to a reduction in emissions. • Intervention is anticipated to have a positive environmental effect on wider area Elgin.
Air	• For the immediate area of Ashgrove Road and Maisondieu Road there will be a negative impact on air quality and noise. • For the wider area of Elgin, the intervention is anticipated to have a positive impact on air quality and contribute to national emission reduction targets.	• For the immediate area of Wittet Drive, Fairfield Avenue, Greenwards Primary School, Elgin High School and Edgar Road there will be a negative impact on air quality and noise. • For the wider area of Elgin, the intervention is anticipated to have a positive impact on air quality and contribute to national emission reduction targets.

Continued from previous page.

Table 9 Summary of anticipated environmental impacts associated with alternative railway crossing locations

SEA Receptor	Ashgrove Road – Maisondieu Road	Wittet Drive – Edgar Road
Water	• Intervention is in close proximity to the Burn of Tyock watercourse.	• Intervention is in close proximity to the Burn of Tyock watercourse. • Other un-named watercourses within the immediate vicinity of The Wards Wildlife Site.
Material Assets	• Utilises an existing brownfield site.	• Intervention requires development of greenfield site. • This route requires the demolition of residential properties (currently owned by Moray Council).
Landscape	• Reduced negative landscape impact due to utilisation of an existing brownfield site.	• Negatively impacts landscape due to the requirement to cross greenfield land adjacent to The Wards.
Population	• Anticipated to positively impact the population of Elgin by reducing travel time and standing traffic thereby reducing noise levels and improving general air quality. • Additional provision for non-motorised users positively impacts on health and quality of life for residents.	• Anticipated to positively impact the population of Elgin by reducing travel time and standing traffic thereby reducing noise levels and improving general air quality. • Additional provision for non-motorised users positively impacts on health and quality of life for residents.
Human health	• Effects on human health are unknown at this time	• Effects on human health are unknown at this time
Inter-relationships	• Improvements to traffic flow will reduce levels of standing traffic, improve travel time, thereby, reducing air and noise pollution. • Intervention will provide additional resilience in extreme weather events such as flooding. • Provides an active travel link between Ashgrove Road and Maisondieu Road. • Provision of an additional railway crossing will provided additional resilience for Elgin in extreme weather events such as flooding.	• Improvements to traffic flow will reduce levels of standing traffic, improve travel time, thereby, reducing air and noise pollution. • Intervention will provide additional resilience in extreme weather events such as flooding. • Provides an active travel link between Edgar Road and Wittet Drive. • Core path between The Wards Wildlife Site and Sunnyside Drive (Bilbohall development) would be severed. • Provision of an additional railway crossing will provided additional resilience for Elgin in extreme weather events such as flooding.

10.0 Environmental Baseline

Environmental baseline information for the area affected by the draft ETS can be found at Annex A to this report.

11.0 Environmental Issues

This section identifies the existing environmental issues that will affect or be affected by the draft ETS, and whether they are likely to be exacerbated, reduced or otherwise affected by the supplementary guidance outlined in Appendix 5, Tables 25 to 27.

The most significant issues are detailed in Table 10 below.

Table 10 Current Environmental Issues

SEA Topic	Issues
Biodiversity	Safeguarding international, national and local natural heritage designations from inappropriate development will be addressed through existing safeguarding policies and through consultation with SNH and SEPA.
Soils	Scottish Planning Policy paragraph 205 requires that '*where peat and other carbon rich soils are present, applicants should assess the likely effects of development on carbon dioxide (CO2) emissions'*. A review of the Scottish Government website Soils Scotland and Scottish Natural Heritage websites show that Elgin is built on non-soil (i.e. built-up area, rock-scree), however, British Geological Survey data does show possible peat deposits within Elgin. It is recognised that some ETS proposals may affect areas of peat rich soil, therefore, safeguarding policies and further guidance documents from statutory bodies will help control development impacts on soils and carbon rich soils. Consultation with SNH and SEPA will also provide details on the development potential of areas.
Water Environment	Groundwater Dependent Terrestrial Ecosystems (GWDTE) are protected under the Water Framework Directive and are also protected by safeguarding policies within the MLDP 2015. The GWDTE may be affected by ETS proposals due to the excavation of soil and bedrock during construction of roads, foundations and trenches. Dewatering of below ground activities may also cause local disruption to groundwater flow. Draft ETS proposals may also impact on the natural flood management resources of the landscape and increase surface water run-off, which can impact the water environment. Any ETS interventions which have an effect on the water environment will be considered in consultation with SNH and SEPA. Consultation with SEPA will also provide further details on the impacts likely to occur as a result of development.

Continued on next page.

Table 10 Current Environmental Issues

SEA Topic	Issues
Pollution	There are currently no Air Quality Management Areas declared in Moray. Diffusion tube monitoring for Nitrogen Oxide (NOx) is carried out throughout the district including the A96 through Elgin. Vehicular traffic movements within Elgin are expected to increase as a result of the development of growth and car ownership, increasing pressure on the transport network and potentially adversely affecting air in terms of quality and noise. Current information regarding air quality can be found in the Air Quality Progress Report via The Moray Council > Public Health > Air Quality The Scottish Government are the competent authority for the strategic road noise map through the A96 in Elgin and the implementation of associated Noise Action Plans that arise from the first series of noise mapping. The ETS should continue to take cognisance of this noise mapping and be reviewed and monitored appropriately as a further series of noise mapping exercises continue at the time of writing and may interface with the local authority road network within Elgin. Details of the current noise mapping can viewed at Scotland's noise. It is anticipated that environmental issues will be both positively and negatively affected by the introduction of some or all of the proposals contained in the ETS and detailed studies may be required to determine the effects.
Cultural Heritage	Setting of Category B Listed Building would be affected by the Ashgrove Road – Maisondieu Road Link Road / Bridge. Mitigation may take three forms: • Avoid • Reduce / minimise • Offset / compensate

12.0 Elgin Transport Strategy Project Plan

The draft ETS Project Plan addresses issues raised through the stakeholder and public engagement sessions, and also delivers against the vision and objectives set out in the Strategy. The short, medium and long term plans associated with the draft ETS are outlined in sections 12.1 to 12.4 below. As a result of consultation, an additional category of options has been identified relating to interventions which support development sites allocated in the MLDP2015. Provision of these options would be funded directly by the relevant developments. These options are outlined in section 12.5.

12.1 Short Term Plans

The Short Term Core Package includes the following list of options:

Table 11 Draft ETS Short Term Plans

Ref	Project Location	Description	Scoped in / out	Justification
I2A	Moss Street	Convert to one-way (northbound) and widen footways / cycle lanes	In	n/a
I2J	Schools within Elgin	Review measures to reduce vehicle movements around schools	In	n/a
I3D	South Street / Hay Street roundabout	Improve operation	In	n/a
I3H	Edgar Road / The Wards junction	Improve operation	In	n/a
I3K	Morrison Road / North Street	Signal improvements	In	n/a
I4F	Station Road	Cycling infrastructure - Provide cycle lanes	In	n/a
I4I	Elgin	Cycling infrastructure - Provide cycle parking where cycle paths enter the town	In	n/a
IN1A	Elgin	Travel information - Provision of information to support use of all modes of travel	In	n/a
M1A	Edgar Road	Pedestrian crossing improvements	In	n/a
M1B	Station Road / Maisondieu Road	Review and redesign pedestrian crossings	In	n/a
M1C	A96 in Elgin	Review / redesign / add to pedestrian crossings	In	n/a
M1D	Thornhill Road	Review / redesign / add to pedestrian crossings	In	n/a
M3A	Elgin / Moray	Use of technology to manage demand responsive bus service provision	In	n/a
M4A	Elgin / Moray	Undertake Travel Plan for The Moray Council	In	n/a
M4C	Elgin / Moray	Residential Travel Plan for all new development - Specify requirement for current best practice	In	n/a
M4D	Elgin schools	Travel Planning for all Elgin schools	In	n/a

12.2 Medium Term Plans

The Medium Term Core Package includes the following list of options:

Table 12 Draft ETS Medium Term Packages

Ref	Project Location	Description	Scoped in / out	Justification
I1B	Ashgrove / Linkwood Road to Maisondieu Road	New cycle / pedestrian north / south rail bridge	In	n/a
I3A	New Elgin Road	Improve performance / replace junctions north / south of railway	In	n/a
I3B	A96 between Northfield Terrace and North Street	Replace existing roundabout junctions with signals - controlled pedestrian provision	In	n/a
I4B	Ashgrove Road	New cycle / pedestrian north / south rail bridge	In	n/a
I4H	Linkwood Road	Provide cycle lanes alongside Linkwood Road	In	n/a
I4K	Pinefield and East End Primary School	Provide Active Travel Route	In	n/a
I4M	A941/Lesmurdie Road	Improve pedestrian / cycle provision	In	n/a
M2B	Congested areas (A941 / A96)	Urban Traffic Control	In	n/a
M3D	Main Road entry points into Elgin	Sites for park and change with direct access to active travel corridors into town via key destinations	In	n/a
M4B	Elgin	Expand TMC Travel Plan initiatives to other Elgin businesses	In	n/a

12.3 Long Term Plans without bypass

The Long Term Core Package without bypass includes the following list of options:

Table 13 Draft ETS Long Term Packages without bypass

Ref	Project Location	Description	Scoped in / out	Justification
I2Fa	A96 between Northfield Terrace and Pansport Roundabout	Remove barriers to pedestrian movements across A96 (Partial Streetscape Treatment)	In	n/a
I3B	A96 between Northfield Terrace and North Street	Replace existing roundabout junctions with signals - controlled pedestrian provision	In	n/a
I3C	A96 / Maisondieu Road	Improve performance / replace	In	n/a
M3B	Elgin bus station	Redesign / improve operation (Second phase)	In	n/a

12.4 Long Term Plans with bypass

The Long Term Core Package with an A96 bypass includes the following list of options:

Table 14 Draft ETS Long Term Packages with bypass

Ref	Project Location	Description	Scoped in / out	Justification
I2E	South Street	Pedestrianise existing road between Commerce Street and Batchen Street	In	n/a
M3B	Bus station	Redesign / improve operation (Final phase)	In	n/a

12.5 Development Specific Options

The options which relate to specific developments include the following:

Table 15 Draft ETS Long Term Packages without bypass

Ref	Project Location	Description	Scoped in / out	Justification
I4C	Bilbohall Road	New cycle / pedestrian north / south rail bridge	In	n/a
I3G	Bilbohall Road / Fleurs Road / Mayne Road / Wards Road	Road layout improvements	In	n/a
I3J	A96/Morriston Road	Junction improvements to provide development access	In	n/a
I4E	Reiket Lane to Elgin South Development	Pave and light dismantled railway path	In	n/a
DSO1	Linkwood Bridge	Replace bridge to enable two-way operation and provide cycle paths on both sides	In	n/a
DSO2	Linkwood Road (south of Reiket Lane to Elgin South development)	Improve road alignment and provide cycle paths on both sides of road	In	n/a

13.0 Assessment

For the purposes of assessment, the short, medium, long term and development specific proposals have been grouped into categories with similar options. These are listed in Table 16 below. Full details of individual Draft Elgin Transport Strategy Strategic Environmental Assessments and any environmental impacts can be found in Appendix 8 of this document.

Table 16 Assessment Categories

Category	Options considered by SEA assessment
Active Travel and Streetscape	Includes streetscape changes, cycle and pedestrian facility improvements and pedestrian crossing review
Junction Improvements	Includes junction rationalisation and signalised junctions
New Road Links	Includes north – south rail crossing
Public Transport	Includes demand responsive bus service, bus station re-design and park and change active travel corridors
Traffic management	Includes speed limit review
Travel Information	Includes travel planning

13.1 Assessment Process and Scoring

The effects of the draft ETS, and all draft ETS proposals, on individual SEA receptors has been assessed to determine the anticipated impact on that receptor.

The assessment score, which identifies the anticipated environmental effects of the draft ETS / draft ETS proposals, has been inserted into each assessment matrix, to identify whether effects will be:

- Significantly Positive ++
- Positive +
- Neutral / No Significant Effects 0
- Unknown ?
- Negative x
- Significantly Negative xx

The score within the Environmental Impact column provides an overall assessment of the anticipated environmental impact associated with the draft ETS and the draft ETS proposals without safeguarding / mitigation measures.

Safeguarding and mitigation is afforded to draft ETS proposals requiring planning permission through the application of policies with the MLDP2015. Therefore, where planning permission is applicable the relevant safeguarding / mitigation policies have been identified in the assessment matrix.

For draft ETS proposals that do not require planning permission and where there is likely to be negative environmental effects the Council has identified alternative mitigation measures.

Additional comments included within each assessment matrix provide further details of the anticipated effects of the draft ETS / proposals.

Finally, a summary of effects is provided at the foot of each assessment. Again the summary of effects provides an overall assessment of the significance and magnitude of the effects without the application of safeguarding / mitigation measures. The summary further identifies if these effects will be short, medium or long term; temporary or permanent and whether there is likely to be any cumulative effects.

A Summary of Outcomes of the Strategic Environmental Assessment is detailed in Section 14.0 below.

14.0 Summary of Outcomes

No Transboundary issues that could affect other EU Member States have been identified.

A summary of outcomes from the Strategic Environmental Assessment are detailed in Table 17 and Table 18 below. A detailed outcome for the draft ETS and for specific draft ETS proposals can be found at Appendix 8.

Table 17 Summary of Strategic Environmental Assessment outcomes

ETS Proposal Category	Summary Outcome
Elgin Transport Strategy	The ETS is designed to encourage mode shift to sustainable transport options and provide enhancements to the existing road network within Elgin. Some SEA receptors may be negatively affected. However, others will be positively affected or will experience no change. The net effect of the draft ETS is anticipated to contribute to a reduction in emissions and positively impact air quality, accessibility, health and quality of life for residents of Elgin.
Active Travel and Streetscape	Active travel and streetscape enhancements are designed to encourage mode shift to sustainable transport options which should contribute to a reduction in emissions and positively impact air quality, accessibility, health and quality of life for residents of Elgin. Measures to introduce active travel and streetscape enhancements are unlikely to have any adverse environmental impact. However, one proposal may have a minor impact on biodiversity, flora and fauna due to its proximity to the Burn of Tyock watercourse, another due to its proximity to Linkwood Burn and another due to works on a former railway line which has now become naturalised.
Traffic management	Proposals to introduce urban traffic control measures are designed to improve vehicular traffic flow which should positively impact on levels of congestion and reduce journey times. The proposal should contribute to a reduction in emissions and positively impact air quality, accessibility, health and quality of life for residents of Elgin. Measures to introduce urban traffic control proposals would have no adverse environmental impacts.
Travel Information	Proposals to introduce urban traffic control measures are designed to encourage mode shift to sustainable transport options for private, work, business and recreational travel. This should contribute to a reduction in emissions and positively impact air quality, accessibility, health and quality of life for residents of Elgin. Proposals should also improve vehicular traffic flow which should, in turn, have a positive impact on levels of congestion and reduce journey times. Measures to introduce urban traffic control proposals would have no adverse environmental impacts.

Continued on next page.

Table 17 Summary of Strategic Environmental Assessment outcomes

ETS Proposal Category	Summary Outcome
Junction Improvements	Junction improvement proposals include pedestrian crossings which are designed to improve pedestrian safety and improve road safety. In addition, vehicular traffic flow should be positively impacted due to an overall reduction in congestion and journey times. The junction improvement proposals could also contribute to a reduction in emissions and positively impact air quality, accessibility, health and quality of life for residents of Elgin. Overall, ETS proposals for junction improvements are unlikely to have adverse environmental impacts. However, three proposals may have adverse environmental impacts. One proposal encroaches into the greenspace corridor ENV 3, one proposal encroaches into the greenspace corridor ENV6, whilst the final proposal (replace Edgar Road and Laichmoray roundabouts) requires land take. All of the proposals may have a minor negative impact on greenspace. The proposal to replace Edgar Road and Laichmoray roundabouts with traffic signals will require surface water management due to the proximity of the Burn of Tyock watercourse. British Geological Survey data shows that some areas of Elgin are underlain by peat, however, as junction improvement locations are already developed, no adverse environmental impacts are anticipated. Some junction improvement proposals may require detailed environmental assessment at project level.
New Road Links	ETS proposal to introduce a new north-south rail bridge with a traffic signal junction is designed to improve vehicular traffic flow around the immediate area of the new road link and should reduce journey times over the wider area of Elgin. The Ashgrove Road - Maisondieu Road proposal utilises an existing brownfield site. However, there are adverse environmental impacts associated with this proposal due to the proximity of the Burn of Tyock watercourse and its proximity to a conservation area and a disused railway engine shed which is a Class B Listed Building. Whilst the overall environmental impact is expected to be positive for the wider area of Elgin it is anticipated that there will be a negative impact for the immediate area of Maisondieu Road and Ashgrove Road due to traffic using the new road link. Continued on next page.

Table 17 Summary of Strategic Environmental Assessment outcomes

ETS Proposal Category	Summary Outcome
New Road Links	The Wittet Drive - Edgar Road option requires development of a greenfield site. Again, there are adverse environmental impacts associated with this route due to the proximity of the Burn of Tyock watercourse, other un-named watercourses, and its proximity to The Wards Wildlife Site. Whilst the overall environmental impact is expected to be positive for the wider area of Elgin it is anticipated that there will be a negative impact for the immediate area of Wittet Drive, Fairfield Avenue and Edgar Road due to traffic using the new road link. British Geological Survey data shows that some areas of Elgin are underlain by peat. The location of the proposed Ashgrove Road – Maisondieu Road intervention utilises an existing brownfield site, therefore, no adverse environmental impacts are anticipated with this particular intervention. The Wittet Drive – Edgar Road option requires development of a greenfield site, therefore, adverse environmental impacts are anticipated with this particular option. Proposed changes relative to the new road link proposal will require a detailed environmental assessment at project level.
Public Transport	Public transport improvement proposals are designed to provide better facilities for passengers, increase patronage, and encourage modal shift and travel choice in Elgin via sustainable transport options. The proposals positively impact on those without access to a private car and are likely to contribute to a reduction in emissions and positively impact on air quality, accessibility, health and quality of life for residents of Elgin. There may be adverse environmental impacts associated with some public transport proposals. The bus station is located on the boundary of a conservation area, therefore, any interventions relative to improvement / re-design of the bus station are likely to require a detailed environmental assessment at project level. Additionally, there may be a requirement to encroach into green / planted areas which may have a minor adverse environmental impact. The land for park and change sites at main entry points to active travel corridors has not been identified but would be currently undeveloped. Indicative locations for these sites are in close proximity to Special Protection Areas, Sites of Special Scientific Interest or Ancient Woodland. Proposals for park and change sites may adversely impact biodiversity, flora, fauna and any water courses within these sites. Peat areas in Elgin are unlikely to be affected by the proposal. However, there is likely to be a significant negative effect on the soil environment. Continued on next page.

Table 17 Summary of Strategic Environmental Assessment outcomes

ETS Proposal Category	Summary Outcome
Public Transport	Proposed changes relative to park and change sites and bus station changes will require an appropriate assessment and / or detailed environmental assessment at project level.

It is anticipated that the soil receptor will experience a significant negative effect. Table 18 below provides further details and anticipated methods of mitigation.

Table 18 Summary of Severely (Negative) Impacted SEA Receptors

SEA Receptor	Summary Outcome
Soil	Strategic Environmental Assessments for a New Road Link and Park and Change have identified that the soil SEA receptor may experience a significant negative effect. At this stage there are no detailed site investigations as the draft ETS is a high level strategic plan. It is therefore difficult to detail specific mitigation measures at this time. That said, it is anticipated that some, or all, of the following measures would be implemented in order to mitigate against any negative environmental effects on this receptor: • A project level EIA would be undertaken to confirm the existence of deep peat/best quality agricultural soil areas and to determine the specific mitigation measures required • The final detailed design layout would attempt to avoid areas of deep peat / best quality agricultural soil areas. • In the event that avoidance is not possible: o SEPA and SNH will be contacted for further advice and guidance o Moray Council will adhere to Article 4 of the Revised Waste Framework Directive of: ▪ Prevention ▪ Pre-paring for re-use ▪ Recycling ▪ Other recovery e.g. energy recovery ▪ Disposal o Detailed design will seek to minimise excavation and disturbance in order to prevent unnecessary waste o Develop a Site Waste Management Plan o Areas for re-use of deep peat/best quality agricultural soil will be identified prior to removal o If possible pilings will be utilised to support infrastructure o Removal and temporary storage of deep peat/best quality agricultural soil will be undertaken in a carefully controlled manner

15.0 Safeguarding and / or Mitigation of Significant Environmental Effects

In assessing the significant environmental effects of the draft ETS, a number of policies within the MLDP 2015 act as safeguarding / mitigation to the environment effects. Whilst the policy and supplementary guidance do not protect against all environmental effects, the additional policies within the MLDP 2015 will fulfil the role of safeguarding and mitigating against the environmental effects.

Key Safeguarding Policies are detailed in Table 19 below.

Table 19 Safeguarding Policies

Safeguarding Policy	Aims of Policy
PP1 Sustainable Economic Growth	Aims to support the Moray Economic Strategy which aims to provide a long term influence on decision makers in addressing the challenges in diversifying the economy of Moray.
PP2 Climate Change	All new development should address a range of criteria aimed at contributing to reducing greenhouse gas emission.
E1 Natura 2000 Sites and National Nature Conservation Sites	Development likely to have a significant effect on a Natura 2000 site which is not directly connected with or, necessary for its conservation management must be subject to an appropriate assessment. Also provides a framework for considering proposals affecting national designations.
E2 Local Nature Conservation Sites and Biodiversity	Policy framework offering protection for local nature conservation sites and biodiversity. Policy requires mitigating actions to prevent significant effects on the sites.
E3 Protected Species	Policy framework to protect against any adverse impacts upon European protected species.
E4 Trees and Development	Policy states that Tree Preservation Orders will be served where appropriate tests are met and that conditions may be attached to consents requiring the retention of trees and hedges. Policy cross references the Trees and Development supplementary planning guidance.
E5 Open Spaces	Policy safeguards existing open spaces and provides quality and quantity standards for new provision.
BE1 Scheduled Monuments and National Designations	Aims to protect archaeological sites and scheduled monuments from development that would have an adverse impact on their integrity and setting.
BE2 Listed Buildings	Aims to protect listed buildings from inappropriate development proposals.
BE3 Conservation Areas	Aims to preserve and enhance the appearance of designated conservation areas.
EP5 Surface Water Drainage: Sustainable Urban Drainage Systems (SUDS)	Aims to ensure surface water from development is dealt with in a sustainable manner.
EP6 Waterbodies	Aims to support the protection and enhancement of the water environment in accordance with the Water Framework Directive and the North East River Basin Plan.

Continued on next page.

Table 19 Safeguarding Policies

Safeguarding Policy	Aims of Policy
EP7 Control of Development in Flood Risk Areas	Aims to direct development away from areas at risk of flooding, and to ensure that flood risk is adequately considered during the planning process.
EP8 Pollution	Aims to ensure that new development does not create pollution which could adversely affect the environment or local amenity.
EP9 Contaminated Land	Aims to encourage proposals for appropriate development on previously used land, whilst ensuring that there is no risk to public health and environmental quality.
EP 11 Hazardous Sites	Aims to ensure that Moray Council applies the Planning Advice for Development near Hazardous Installations (PADI) methodology for planning applications within the consultation distances around these sites.
EP12 Air Quality	Aims to protect air quality and seek to direct sensitive development away from areas with poor air quality.
ER6 Soil Resources	Policy aims to ensure that, where peat and other carbon rich soils are present, the likely effects associated with the development are assessed and appropriately managed.
T1 Transport Infrastructure Improvements	Aims to improve transport infrastructure for improved accessibility to services and markets. Emphasis is on improvements to key road links.
T2 Provision of Access	Aims to support the creation of sustainable communities accessible by a range of transport modes including viable alternatives to private vehicles. Pedestrian movement, cycling and public transport routes are a priority.
T4 Safeguarding Bus, Rail and harbour Facilities	This Policy, in conjunction with Policy T1, aims to safeguard bus, rail and harbour facilities.
T6 Traffic Management	Aims to prevent new junctions onto the trunk road network unless they are nationally significant for economic growth, or regeneration benefits can be demonstrated.
T7 Safeguarding and Promotion of Walking, Cycling, and Equestrian Networks	Aims to encourage cycling and walking both for work and leisure to provide clear benefit in terms of reduced fuel use and improvements in health for the local population.
IMP1 Development Requirements	Policy sets out a range of criteria to ensure that new developments are sensitively sited, designed and serviced in terms of transport, water and drainage, with an emphasis on providing pedestrian and cycle access and any necessary public transport facilities / connections.

16.0 Monitoring

The Environmental Assessment (Scotland) Act 2005 requires the Council to monitor significant environmental effects associated with the implementation of the draft ETS. The purpose of monitoring the implementation of the draft ETS is to ensure that any unforeseen environmental effects are identified at an early stage and remedial action taken.

Monitoring helps consider whether predictions made within the SEA process are accurate. If monitoring indicates a significant issue, remedial action may be required. This may involve a review of the content of the draft ETS in light of any unforeseen negative environmental impacts.

16.1 Evaluation of Monitoring

Following finalisation, adoption and implementation of the ETS, a key action will be to assess the success to which it meets its vision and objectives through a process of monitoring and evaluation. This process will be informed by a continual program of data gathering across the life of the strategy (monitoring) which will be used to assess progress against a series of outcomes measured through key performance indicators (evaluation).

The expected outcomes of the ETS, which are directly linked to its objectives, provides a mechanism to measure the quality of change in order to determine if an objective has been successfully met. Table 20 below details the ETS objectives and their expected outcome:

Table 20 ETS Objectives and Outcomes

ETS Objective	Expected Outcome
Make it easier for people to get between home, work, social activities and services	Improved accessibility to transport for all
Make how long it takes to get around Elgin more predictable and consistent	Improved journey time reliability for all modes
Reduce the time it takes to get around Elgin by bicycle, on foot or by public transport	Reduced journey times for active travel and public transport
Make journeys feel and be safer	Improved safety on Elgin's transport network
Get more people using public transport, bicycle and walking for all or some of their journey, rather than using cars	Increased mode share for public transport and active travel
Enhance Elgin's appearance by sensitively integrating any physical changes	Increased degree to which streets meet Designing Streets / Places six key qualities

Following adoption of the strategy, a set of targets will be set as a reliable means of evaluating progress. These targets will be based on existing trends and observations and, whilst they may be ambitious, they would also be realistic and achievable.

Finally, monitoring will be undertaken at regular set intervals initially set at 1 year, 3 years and 5 years in line with established best practice guidance in Scotland.

16.2 Performance Indicators

In order to determine the quality of change, existing baseline data will be utilised with additional data gathered where applicable for the following performance indicators. Regular monitoring would be undertaken as a means of evaluating the success of the strategy.

Table 21 below provides details of the performance indicator data for each of the expected outcomes.

Table 21 Performance Indicators for Expected Outcomes

Serial	Expected Outcome	Performance Indicator	Responsible Agency	Frequency	Remedial Action if Required
1	**Improved accessibility to transport for all**	• Cost of public transport • Cost of car parking • Public transport timetable coverage • Average public transport journey times from / to key destinations • Average car journey times from / to key destinations • % of public transport fleet that is accessible • Public views on the convenience of public transport and convenience of walking and cycling	Moray Council	Annually/ Biannually	If the review of performance indicators exhibits behaviour contrary to that expected, Moray Council will undertake a review of ETS interventions to determine the required measures to reverse the exhibited trend.
2	**Improved journey time reliability for all modes:**	• Journey time variability by public transport • Journey time variability by car • Journey time variability by cycling • Journey time variability by walking	Moray Council	Annually/ Biannually	If the review of performance indicators exhibits behaviour contrary to that expected, Moray Council will undertake a review of ETS interventions to determine the required measures to reverse the exhibited trend.
3	**Reduced journey times for active travel and public transport:**	• Average journey times by walking from / to key destinations • Average journey times by cycling from / to key destinations • Average journey times by public transport from / to key destinations	Moray Council	Annually/ Biannually	If the review of performance indicators exhibits behaviour contrary to that expected, Moray Council will undertake a review of ETS interventions to determine the required measures to reverse the exhibited trend.

Table 21 Performance Indicators for Expected Outcomes

Serial	Expected Outcome	Performance Indicator	Responsible Agency	Frequency	Remedial Action if Required
4	**Improved safety on Elgin's transport network:**	• Road traffic casualty statistics: fatalities/ seriously injured, child fatalities or seriously injured and slight casualties • Casualties / miles travels • Public views on fear of crime on Elgin's transport network.	Moray Council	Annually/ Biannually	If the review of performance indicators exhibits behaviour contrary to that expected, Moray Council will undertake a review of ETS interventions to determine the required measures to reverse the exhibited trend.
5	**Increased modal share for public transport and active travel:**	• Numbers of workers / students or visitors citing their usual method of travel to Elgin as public transport and / or active travel • Public transport patronage levels • Volumes of bicycles using cycle network • Volumes of pedestrians on main routes into Elgin town Centre	Moray Council	Annually/ Biannually	If the review of performance indicators exhibits behaviour contrary to that expected, Moray Council will undertake a review of ETS interventions to determine the required measures to reverse the exhibited trend.
6	**Increased degree to which streets meet Designing Streets / Places six key qualities:**	• Results of street audits • Public views on the attractiveness of Elgin	Moray Council	Biannually	If the review of performance indicators exhibits behaviour contrary to that expected, Moray Council will undertake a review of ETS interventions to determine the required measures to reverse the exhibited trend.

16.3 Monitoring of SEA Receptors

In addition to the above, wider monitoring and evaluation will also be undertaken to determine the effects of the ETS on SEA receptors. Table 22 below provides details of the monitoring data and, if required, proposed remedial actions.

Table 22 SEA Receptor Monitoring Data

Serial	Monitoring Data	Data Source	Frequency	Remedial Action if Required
1	Air quality data (NO2, PM10, PM2.5, oxides of nitrogen (Nox), Carbon Monoxide (CO), Black Carbon (BC) and ground level ozone.	Moray Council / DEFRA	Annually	If monitoring data shows a deterioration as a result of ETS interventions, Moray Council will implement measures to address the impact and investigate ways of making these policies more sustainable in terms of environmental impact.
2	Number and condition of Noise Management Areas	Moray Council	Annually	
3	Water Quality	SEPA	Annually	
4	Condition of qualifying features of Loch Spynie Natura 2000 / SAC	SNH	Annually	
5	Conservation status of protected species	SNH	Annually	
6	Condition of notified features of SSIs.	SNH	Annually	
7	Quality and availability of public open space	Moray Council	3 yearly	
8	Cycle path/Cycle lane lengths	Moray Council	3 Yearly	The length of cycling assets is expected to increase over the lifetime of the ETS. If monitoring data contradicts this expectation, the Moray Council will undertake a review and investigate measures to reverse this trend.
9	Life expectancy at birth	National Record of Scotland	5 Yearly	No targets are set by the ETS, therefore, no remedial action will be required. However, this data will be monitored to assess its impact on the ETS vision.
10	Established population	National Record of Scotland	5 Yearly	
11	Population and household projections	General Register Office for Scotland	5 yearly	

Continued on next page.

Table 22 SEA Receptor Monitoring Data

Serial	Monitoring Data	Data Source	Frequency	Remedial Action if Required
12	Listed Buildings	Historic Environment Scotland Geographic database	Annually	If the railway yard remains operational available mitigation may be limited e.g. screening and bunding of structures may not fully mitigate the impact on the setting of the Listed Building. 'At grade' link would require the removal of rail tracks which would require agreement of Network Rail. New road would be in close proximity to Listed Building. If monitoring data shows a deterioration to Listed Building (LB 30826) as a result of vibration associated with traffic on the adjacent road Moray Council will implement measures to address the observed impact.

16.4 Monitoring

Table 23 below details the type of monitoring that will be used to evaluate the performance of the draft ETS and the effects of the draft ETS proposals on SEA receptors.

Table 23 Monitoring Method for Individual ETS Interventions

Ref	Project Location	Description	Monitoring Method
I2A	Moss Street	Convert to one-way (northbound) and widen footways / cycle lanes	Table 21 lines 4 to 6 Table 22 line 8
I2J	Schools within Elgin	Review measures to reduce vehicle movements around schools	Table 21 lines 4 and 5 Table 22 line 8
I3D	South Street / Hay Street roundabout	Improve operation	Table 21 lines 2 and 4 Table 22 line 1 and 2
I3G	Bilbohall Road / Fleurs Road / Mayne Road / Wards Road	Road layout improvements	Table 21 lines 2 and 4 Table 22 line 1 and 2
I3H	Edgar Road / The Wards junction	Improve operation	Table 21 lines 2 and 4 Table 22 line 1, 2, 3 and 7
I3K	Morrison Road / North Street	Signal improvements	Table 21 lines 2 and 4 Table 22 line 1 and 2
I4F	Station Road	Cycling infrastructure - Provide cycle lanes	Table 21 lines 4 to 6 Table 22 line 8
I4I	Elgin	Cycling infrastructure - Provide cycle parking where cycle paths enter the town	Table 21 line 5
IN1A	Elgin	Travel information - Provision of information to support use of all modes of travel	Table 21 line 1
M1A	Edgar Road	Pedestrian crossing improvements	Table 21 lines 4 to 6
M1B	Station Road / Maisondieu Road	Review and redesign pedestrian crossings	Table 21 lines 4 to 6
M1C	A96 in Elgin	Review / redesign / add to pedestrian crossings	Table 21 lines 4 to 6
M1D	Thornhill Road	Review / redesign / add to pedestrian crossings	Table 21 lines 4 and 6
M3A	Elgin / Moray	Use of technology to manage demand responsive bus service provision	Table 21 line 1
M4A	Elgin / Moray	Undertake Travel Plan for The Moray Council	Table 21 lines 1 to 6 Table 22 line 1, 2 and 7
M4C	Elgin / Moray	Residential Travel Plan for all new development - Specify requirement for current best practice	Table 21 lines 1 to 6 Table 22 line 7
M4D	Elgin schools	Travel Planning for all Elgin schools	Table 21 line 5 Table 22 line 8
I1B	Ashgrove / Linkwood Road to Maisondieu Road	New cycle / pedestrian north / south rail bridge	Table 21 lines 2 to 5 Table 22 lines 8 and 12
I3A	New Elgin Road	Improve performance / replace junctions north / south of railway	Table 21 line 2 Table 22 line 1 and 2

Table 23 Monitoring Method for Individual ETS Interventions

Ref	Project Location	Description	Monitoring Method
I3B	A96 between Northfield Terrace and North Street	Replace existing roundabout junctions with signals - controlled pedestrian provision	Table 21 line 2 Table 22 line 1 and 2
I4B	Ashgrove Road	New cycle / pedestrian north / south rail bridge	Table 21 lines 2, 3 and 5 Table 22 line 8
I4C	Bilbohall Road	New cycle / pedestrian north / south rail bridge	Table 21 line 5 Table 22 line 8
I4H	Linkwood Road	Provide cycle lanes alongside Linkwood Road	Table 21 lines 4 and 5 Table 22 line 8
I4K	Pinefield and East End Primary School	Provide Active Travel Route	Table 21 lines 4 and 5 Table 22 line 8
I4M	A941/Lesmurdie Road	Improve pedestrian / cycle provision	Table 21 lines 4 and 5 Table 22 line 8
M2B	Congested areas (A941 / A96)	Urban Traffic Control	Table 21 lines 1 and 2 Table 22 line 1 and 2
M3D	Main Road entry points into Elgin	Sites for park and change with direct access to active travel corridors into town via key destinations	Table 21 lines 1 to 3 Table 22 lines 1 to 6
M4B	Elgin	Expand TMC Travel Plan initiatives to other Elgin businesses	Table 21 line 5 Table 22 lines 1 and 2
I2Fa	A96 between Northfield Terrace and Pansport Roundabout	Remove barriers to pedestrian movements across A96 (Partial Streetscape Treatment)	Table 21 lines 3, 4 and 5
I3B	A96 between Northfield Terrace and North Street	Replace existing roundabout junctions with signals - controlled pedestrian provision	Table 21 lines 2, 4 and 5 Table 22 lines 1 and 2
I3C	A96 / Maisondieu Road	Improve performance / replace	Table 21 lines 2, 4 and 5 Table 22 lines 1 and 2
M3B	Elgin bus station	Redesign / improve operation (Second phase)	Table 21 lines 1 to 5 Table 22 lines 1 and 2
I2E	South Street	Pedestrianise existing road between Commerce Street and Batchen Street	Table 21 lines 4 and 6 Table 22 line 8
M3B	Bus station	Redesign / improve operation (Final phase)	Table 21 line 1 and lines 4 to 6 Table 22 lines 1 and 2
I3J	A96/Morriston Road	Junction improvement to provide development access	Table 21 line 2 Table 22 lines 1 and 2
I4E	Reiket Lane to Elgin South development	Pave and light dismantled railway path	Table 21 lines 2 to 5 Table 22 line 8

Table 23 Monitoring Method for Individual ETS Interventions

Ref	Project Location	Description	Monitoring Method
DSO1	Linkwood Bridge	Replace bridge to enable two-way operation and provide cycle paths on both sides	Table 21 lines 2 to 5 Table 22 lines 3 and 8
DSO2	Linkwood Road (Reiket Lane to Elgin South development)	Improve road alignment and provide cycle paths on both sides on road.	Table 21 lines 2 to 5 Table 22 line 8

17.0 Conclusion

The draft ETS contains a range of objectives and actions to address transport, sustainable travel and active travel issues, based on projected growth resulting from the development of the allocated sites within the MLDP2015 with a 13 year horizon from 2017 through to 2030, whilst protecting the environmental assets in and around Elgin.

A major component of the draft ETS is to encourage a shift from using vehicles to walking and cycling as part of an individual's daily life. The draft ETS proposals would have a positive impact on accessibility, road safety, health and wellbeing.

The draft ETS is also cognisant of issues such as standing traffic, and the lack of resilience of the transport network due to the limited crossings of the railway and effects of severance of the A96 on pedestrian/cycle movements. The draft ETS seeks to address these issues / threats to the benefit of the local and wider community of Elgin and its economy.

It is acknowledged that at this stage there are uncertainties with regard to potential environmental impacts associated with some draft ETS proposals. The commitment to protect the environment through safeguarding and mitigation measures will ensure that any impacts identified at the project level are anticipated and mitigated against, as required. Draft ETS proposals which require a level of physical works / engineering or are in proximity to sensitive receptors such as protected sites or species, watercourses or residential areas will require further detailed consultation and assessment at the project level stage.

It is concluded that:

- **The net environmental impact of the draft ETS is considered to be positive, and**

- **Implementation of some proposals associated with the draft Elgin Transport Strategy as published may have a significantly negative adverse environmental impact. However, once safeguarding / mitigation measures have been identified and proposed, the environmental impact associated with implementation of those proposals would reduce to a negative / neutral impact.**

Finally, consideration should be given to the removal of the proposal to introduce park and change sites due to the possibility of negatively affecting Loch Spynie Natura 2000 site, and the severely negative environmental impact on the soil receptor, associated with construction on undeveloped land.

18.0 Next Steps

Summaries and responses to the representations received to this SEAE Report were considered prior to production and publication of the Elgin Transport Strategy SEAE Report.

Table 24 below outlines the activities and anticipated timescales.

Table 24 Future activity and timescales

Activity	Proposed dates / timescales	Comments
Consultation with SEA Statutory Consultees and members of the public	9 June 2017 to 7 July 2017	The consultation authorities provided their responses on the ETS SEA Environmental Report and the Elgin Transport Strategy via the SEA Gateway within the agreed 4 week consultation period. The consultation also included public consultation.
Review and amendment	8 July 2017 to 21 July 2017	The Elgin Transport Strategy and this ETS SEA Environmental Report were finalised, taking into account the consultation responses. A summary of all changes will be provided in the SEA Statement.
Adoption	Scheduled for 9 August 2017	The finalised Strategic Environmental Assessment Environmental Report will be submitted to Moray Council for consideration and adoption.
Post-Adoption SEA Statement	To be completed no later than 3 months after the adoption of the SEA	The SEA Statement sets out how the consultation responses and the conclusions of the Strategic Environment Assessment Environmental Report have been taken into account during the development of the Elgin Transport Strategy, and any mitigation and / or monitoring required. The monitoring framework and mitigation for environmental impacts associated with implementation of the Elgin Transport Strategy will be included in the Post-Adoption Statement.

Appendix 1
Responses to Screening Report from Statutory Consultees

Appendix 1
Responses to Screening Report from Statutory Consultees

Screening Report Response from Historic Environment Scotland

HISTORIC ENVIRONMENT SCOTLAND | ÀRAINNEACHD EACHDRAIDHEIL ALBA

Mr Gary Templeton
Moray Council
Council Offices
High Street
ELGIN
IV30 1BX

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Direct Line: [redacted]
Switchboard: 0131 668 8600
[redacted]

Our ref: AMN/23/237
Our Case ID: 201601399
Your ref: 01196 SCREENING
08 July 2016

Dear Mr Templeton

Environmental Assessment (Scotland) Act 2005
Moray Council - Transport Strategy 2017-2030
Screening Report

Thank you for your consultation which we received on 13 June 2016 regarding the above screening report. I have reviewed the screening report on behalf of Historic Environment Scotland in its role as a Consultation Authority under the above Act, in accordance with the requirements of Section 9(3). In doing so I have used the criteria set out in Schedule 2 for determining the likely significance of the effects on the environment. Please note that our view is based on our main area of interest for the historic environment.

My understanding from the supplied information is that, following the removal of the Western Link Road proposal in Elgin, a local transport strategy is to be prepared to look to identify further options for transport interventions in Moray. I note that the Council considers that, as there are likely to be new options proposed that have not previously been considered the strategy is likely to have significant environmental effects. In light of the information contained within the report I agree that significant effects on the historic environment are likely. However, as you will be aware, it is the responsibility of Moray Council as the Responsible Authority to determine whether the strategy requires an environmental assessment and to inform the Consultation Authorities accordingly.

I hope this response has been helpful to you. Please feel welcome to contact me should you wish to discuss my comments in further detail.

Yours sincerely

[redacted]

Andrew Stevenson
Senior Heritage Management Officer (SEA)

Appendix 1
Responses to Screening Report from Statutory Consultees

Screening Report Response from Scottish Environment Protection Agency (part 1)

SEPA
Scottish Environment Protection Agency
Buidheann Dion Àrainneachd na h-Alba

Our ref: PCS/147374
SG ref: SEA/01196/SCR

If telephoning ask for:
Zoe Griffin

30 June 2016

Gary Templeton
The Moray Council
Council Offices
High Street
Elgin
IV30 1BX

By email only to: sea.gateway@scotland.gsi.gov.uk

Dear Mr Templeton

Environmental Assessment (Scotland) Act 2005
Transport Strategy for Elgin (2017-2030). - Screening Report

Thank you for your Screening Report consultation which SEPA received via the Scottish Government SEA Gateway on 13 June 2016.

In accordance with Section 9(3) of the Environmental Assessment (Scotland) Act 2005 we have considered your screening report using the criteria set out in Schedule 2 for determining the likely significance of effects on the environment. Having reviewed the Screening Report, we consider that in respect of our main areas of interest (air, water, soil, human health, material assets (of which we have a specific interest in waste) and climatic factors) the Transport Strategy for Elgin is likely to have significant environmental effects. Based on the information available to date we consider that significant effects are most likely with respect to air, water, soil, human health and climatic factors.

Although we are of the view that significant environmental effects are likely, it is for the Responsible Authority to make a formal determination taking into account the consultation responses received. If it is formally determined that SEA *is* required, you will be aware that the next stage requires the Responsible Authority to consult the Consultation Authorities on the proposed scope and level of detail to be included within the Environmental Report. This can be undertaken through preparation of a concise Scoping Report.

We would encourage you to use the scoping process to focus the assessment on those SEA issues upon which there are likely to be significant environmental effects, to outline the baseline information you consider as most relevant and explain your proposed method of assessment. To assist with this process we have produced Standing Advice for Responsible Authorities on Strategic Environmental Assessment (SEA) Scoping Consultations.

Scottish Living Wage Accreditation
UKAS MANAGEMENT SYSTEMS 001

Chairman
Bob Downes
Chief Executive
Terry A'Hearn

SEPA Aberdeen Office
Inverdee House, Baxter Street
Torry, Aberdeen AB11 9QA
tel 01224 266600 fax 01224 896657
www.sepa.org.uk • customer enquiries 03000 99 66 99

Appendix 1
Responses to Screening Report from Statutory Consultees

Screening Report Response from Scottish Environment Protection Agency (part 2)

We are committed to providing early and focused advice and supporting continuous engagement and would therefore welcome the opportunity to meet with you and discuss these issues prior to the formal consultation. Further information can be found in the Scottish Government SEA Guidance.

Should you wish to discuss this screening consultation, please do not hesitate to contact me on [redacted] or via our SEA Gateway at sea.gateway@sepa.org.uk.

Yours sincerely

Zoe Griffin
Senior Planning Officer

Ecopy: sea.gateway@hes.scot; sea_gateway@snh.gov.uk

Appendix 1
Responses to Screening Report from Statutory Consultees

Screening Report Response from Scottish Natural Heritage

Scottish Natural Heritage
Dualchas Nàdair na h-Alba
All of nature for all of Scotland
Nàdar air fad airson Alba air fad

Gary Templeton
Principal Planning Officer
Moray Council
High Street
Elgin
IV30 1BX

17 June 2016

Dear Gary

Environmental Assessment (Scotland) Act 2005
01196 Screening – Moray Council – Transport Strategy 2017-2030

Thank you for your screening report submitted on 13 June 2016 via the Scottish Government SEA Gateway in respect of the above plan. In accordance with Section 9(3) of the Environmental Assessment (Scotland) Act, 2005, we have considered the screening report using the criteria set out in Schedule 2 for determining the likely significance of effects on the environment.

We agree that the above Plan is likely to have significant environmental effects.

We agree with the report's conclusion that:

While some options may involve minor road network improvements, there may also be major projects which could raise significant environmental impacts including impacts on watercourses, natural and built heritage, as well as potential positive impacts in reducing air pollution from standing traffic, safer travel and promoting behavioural change and active travel.

If any proposals contained within the Strategy are assessed as having a likely significant environmental effect then these will be considered and appropriate measures adopted to mitigate any adverse effects, while maximising the environmental benefits.

Crucial to mitigating these adverse effects are, identification/evaluation at an early stage in the strategy development, and a well-informed approach at the design stage of the individual options in the strategy.

Organisations like CIRIA (Construction Industry Research and Information Association) provide lots of technical information; other Local Authorities are developing good practice in enhancing biodiversity potential within new junctions and other transport infrastructure; and, as a member of the NE Local Biodiversity Partnership, Moray Council has access to good advice from that quarter too

Please note that this consultation response provides a view solely on the potential for the plan or programme to have significant environmental effects. We cannot comment on whether or not the plan or programme meets other criteria determining the need for SEA as set out in the Act.

Yours sincerely

[redacted]

Ewen Cameron
Operations Manager
Tayside & Grampian Area

Scottish Natural Heritage, Inverdee House, Baxter Street, Aberdeen, AB11 9QA
Tel 01224 266500 Fax 01224 895958 www.snh.gov.uk

Appendix 1
Responses to Screening Report from Statutory Consultees

Screening Report Response from The Scottish Government Gateway (part 1)

Local Government and Communities Directorate
Planning and Architecture Division

T: 0131-244 7650 F: 0131-244 7555
E: Johnathan.Whittlestone@gov.scot
D: 08 July 2016

The Scottish Government
Riaghaltas na h-Alba

Gary Templeton
Moray Council
[redacted]

LEGACY 2014
XX COMMONWEALTH GAMES SCOTLAND

01196 Screening - Moray Council - Transport Strategy 2017 - 2030

Dear Gary,

With reference to the Screening document you submitted on 13 June 2016.

The Consultation Authorities have now considered your screening request as per **Section 9(3)** of the **Environmental Assessment (Scotland) Act 2005**. For convenience I have set out, in the table below, their individual views on whether there is a likelihood of significant environmental effects.

Please note, these are the views and opinions of the Consultation Authorities on the likelihood of significant environmental effects arising from the plan or programme and not a judgement on whether an SEA is required. It is therefore for the Responsible Authority to determine whether an SEA is required in the circumstances. I have attached the individual letters from the Consultation Authorities, outlining their views and opinions. Where possible the Consultation Authorities may have offered supplementary information and/or advice for you to consider, which you should find helpful.

CONSULTATION AUTHORITY	LIKELIHOOD OF SIGNIFICANT ENVIRONMENTAL EFFECTS
Historic Environment Scotland	Yes
Scottish Environment Protection Agency	Yes
Scottish Natural Heritage	Yes

OVERALL VIEW ON LIKELIHOOD OF SIGNIFICANT ENVIRONMENTAL EFFECTS	**Yes**

As the Consultation Authorities have now notified you of their views, you should now refer to the 2005 Act to consider your next step. You should of course take into account the advice offered by the Consultation Authorities.

You should note, as per Section 10 of the 2005 Act, within 28 days of your determination about whether an SEA is required or not, a copy of the determination and any related

Victoria Quay, Edinburgh EH6 6QQ
www.gov.scot

Appendix 1
Responses to Screening Report from Statutory Consultees

Screening Report Response from The Scottish Government Gateway (part 2)

statement of reasons must be passed to the Consultation Authorities. This may be done via the SEA Gateway.

If you have any queries or would like me to clarify any points, please call me on 0131 244 7650.

Yours sincerely

Johnathan Whittlestone
SEA Gateway Officer

Appendix 2
Responses to Scoping Report from Statutory Consultees

Appendix 2
Responses to Scoping Report from Statutory Consultees
Screening Report Response from Scottish Environment Protection Agency (Part 1)

SEPA
Scottish Environment Protection Agency
Buidheann Dion Àrainneachd na h-Alba

Our ref: PCS/152881
SG ref: SEA01271/sco

If telephoning ask for:
Susan Haslam

9 May 2017

Dave Pritchard
Moray Council
Elgin

By email only to: [redacted]

Dear Mr Pritchard

Environmental Assessment (Scotland) Act 2005
Draft Elgin Transport Strategy - Scoping consultation

Thank you for your consultation submitted under the above Act in respect of the Draft Elgin Transport Strategy. This was received by SEPA via the Scottish Government SEA Gateway on 3 May 2017.

As required under Section 15(2) of the Act we have considered the document submitted and can confirm that we are content with the scope and level of detail proposed in Section 7 and 8 of the Report. In this case, as you have already supplied a draft Environmental Report, we have provided informal comments on that in the attached appendix for you to consider before formal consultation. We hope this approach is helpful.

On completion, the finalised Environmental Report and the Strategy to which it relates should be submitted to the Scottish Government SEA Gateway (SEA_Gateway@gov.scot) which will forward it to the Consultation Authorities.

Should you wish to discuss this letter please do not hesitate to contact me on [redacted] or via SEPA's SEA Gateway at sea.gateway@sepa.org.uk.

Yours sincerely

Susan Haslam
Senior Planning Officer (SEA)
Planning Service

Ecopy: sea.gateway@hes.scot; sea_gateway@snh.gov.uk

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Chief Executive Terry A'Hearn
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Appendix 2
Responses to Scoping Report from Statutory Consultees
Screening Report Response from Scottish Environment Protection Agency (Part 2)

Appendix: Comments on the draft Environmental Report

Strategy Vision

We consider that the overall Strategy Vision could have significant environmental effects and as a result should be assessed as part of the process. It could for example, have positive impacts in relation to air quality, human health and population.

Alternatives

The ER should include an environmental assessment of the reasonable alternatives considered as part of the plan-making process. While Section 9.1 to 9.3 provides a good description of the alternatives it needs to be supported by an environmental assessment of them.

You may wish to consider providing the assessment in the form of text explaining the environmental implications on each of the SEA receptors of the different alternatives as this can be a proportionate, but helpful approach.

Assessment of the plans

We are generally content with the approach taken to the assessment and generally content with the results. Some additional explanation of the assessment process would however be welcome. For example in Appendix 3 we have presumed that the Environmental Impact column provides your view on whether there are any significant effects after the safeguards/mitigation has been applied. It is therefore our understanding that the only significant negative effects initially identified are on soils (from new road link plan I1B and public transport plan M3D) but that after mitigation the overall environmental effects will be negative (but not significantly negative) and unknown respectively. This understanding does however conflict with the final comment in Section 17 – which suggests that the Strategy will have a significant negative impact - so we would welcome clarification on this issue.

The detailed use of the comments boxes in the Appendix 3 matrices is welcomed.

In view of the fact that soil is the only receptor where significant negative effects are initially thought likely it would be good to see this acknowledged in Section 14. We agree that impacts on soils will need to be considered in more detail at the project level; it would good to see ideas of the type of measures that can be put in place at that level to act as mitigation. This could include, for example, expecting the detailed finalised layout to avoid areas of deep peat or best quality agricultural soils and the careful striping, temporary storage and reuse of soils disturbed by the projects.

We agree that policies within the local development plan will act as mitigation for those projects which require planning permission - we query whether there are some plans that will not require this consent. If this is the case then further consideration of mitigation measures may be required for those projects if it is thought that will have significant negative effects.

Monitoring

It would be good to see what monitoring is proposed in the finalised ER.

Appendix 5

A minor issue but please note that SEPA is the Scottish Environment, not Environmental, Protection Agency.

Appendix 2
Responses to Scoping Report from Statutory Consultees
Screening Report Response from Historic Environment Scotland (Part 1)

HISTORIC ENVIRONMENT SCOTLAND | ÀRAINNEACHD EACHDRAIDHEIL ALBA

Dave Pritchard
Moray Council
Council Offices
High Street
Elgin
IV30 1BX

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Enquiry Line: [redacted]
Switchboard: [redacted]

Our ref: AMN/23/237
Our case ID: 300020386
Your ref: 01271 Scoping
12 May 2017

Dear Mr Pritchard

Environmental Assessment (Scotland) Act 2005
Moray Council - Draft Elgin Transport Strategy

Thank you for your consultation which we received on 03 May 2017. We have reviewed the provided information in our role as a Consultation Authority under the above Act. This letter contains our views on the scope and level of detail of the information to be included in the Environmental Report. Please note that our view is based on our main area of interest for the historic environment.

Scope and level of detail
As you noted in our recent discussion there have been some timing issues relating to the scoping element of the strategic environmental assessment process. In light of this we have considered the elements of the provided draft environmental report that relate to the scope and level of detail of the assessment as well as offering some comments on the emerging environmental report.

We note from Section 7 of the report that the historic environment has been scoped in to the assessment and we are content to agree with this. The SEA objective for the historic environment is appropriate and we note that an appropriate baseline for the assessment has been collated. We are generally content with the assessment of the proposals and note that that no significant effects have been identified for the historic environment. In relation to proposals where the effects are considered to be potentially adverse or unknown we note that the mitigation is reliant upon the appropriate application of local development plan policy on the protection of the historic environment at the application stage. The assessment would benefit form a more detailed consideration of the forms of

Appendix 2
Responses to Scoping Report from Statutory Consultees
Screening Report Response from Historic Environment Scotland (Part 2)

HISTORIC ENVIRONMENT SCOTLAND | ÀRAINNEACHD EACHDRAIDHEIL ALBA

mitigation appropriate to identified effects and you may wish to consider this in finalising the environmental report.

Simply for clarification, Scottish Historic Environment Policy 2011 has been replaced by the Historic Environment Scotland Policy Statement 2016 and Historic Scotland's Our Plan in Time should read "Our Place in Time – The Historic Environment Strategy for Scotland".

Consultation period for the Environmental Report
We would be grateful for further clarification relating to your intentions regarding further consultation on both the environmental report and the transport strategy.

We hope this is helpful. Please contact us if you have any questions about this response. The officer managing this case is Andrew Stevenson who can be contacted by phone on [redacted] or by email on [redacted]

Yours sincerely,

Historic Environment Scotland

Appendix 2
Responses to Scoping Report from Statutory Consultees
Screening Report Response from Scottish Natural Heritage (Part 1)

Scottish Natural Heritage
Dualchas Nàdair na h-Alba
All of nature for all of Scotland
Nàdar air fad airson Alba air fad

BY EMAIL
Dave Pritchard
Moray Council
Engineer Transport Development
Transportation
Elgin

Our reference: CEA145730

11 May 2017

Dear Mr Pritchard

01271 – scoping report for the draft Elgin Transport Strategy (ETS)

Thank you for consulting us on the above scoping report. In our role as a Consultation Authority, in accordance with Section 15(2) of the Environmental Assessment (Scotland) Act 2005, we have reviewed the scoping report.

We are largely content with the scope and level of detail to be included in the Environmental Report (ER). We have two minor recommendations to ensure that the ER will include detail on mitigation and monitoring for the identified environmental effects:

- Where negative environmental effects are identified in the table in Appendix 3, it would be helpful to also identify any mitigation that will be used to minimise the negative effects. Doing this will help explain the overall environmental effect scoring given. For example, several of the proposals identify potential negative effects on the Burn of Tyock. It would be helpful to explain what mitigation will be used during design and construction phases to minimise impacts on the watercourse. Mitigation could include carrying out a detailed assessment and/or project specific Environmental Impact Assessment (EIA) and using that to inform the design stage, following relevant guidelines and best practice during construction (eg having a buffer between the watercourse and construction works), reinstating habitat areas damaged during construction, etc.
- Our advice is that section 16 should be amended. It should set out what monitoring will be undertaken, by whom, at what frequency, and what will be done should negative results be found. It would be helpful if a table was provided, with a row for each of the proposals identified in the Strategy, along with details of the intended monitoring, timings and responsibilities. As a guide, we would expect monitoring to include regular assessment by the appropriate authority (likely to be Moray Council, although other organisations may be involved) of whether the measures implemented by the ETS are having the desired effect on human behaviour and activity, whether SUDs are effective or remedial work is required to address pollution issues, whether unanticipated impacts on biodiversity (or other interests) are occurring, etc.

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Please note that this response is in the context of the Environmental Assessment (Scotland) Act 2005 and our role as a Consultation Authority. We understand that we will be separately consulted on our views regarding the revised Environmental Report in due course.

We have provided additional advice in relation to the draft Habitats Regulation Appraisal and the Strategy in the Annex to this letter. This should help you progress all three documents at the same time.

Should you have any queries about our advice, please contact **Nina Turner (Planning Advisor, north)** in our Inverness office [redacted]

Yours sincerely

Brendan Turvey
Operations Manager
Tayside & Grampian

Appendix 2
Responses to Scoping Report from Statutory Consultees
Screening Report Response from Scottish Natural Heritage (Part 3)

Annex I - additional advice

With regard to the Habitats Regulations Appraisal presented in Annex B, we have the following advice regarding Table 4.1. We do not consider that it is necessary to assess the ETS objectives as they are not location specific. Our advice is that it is just the specific M3D proposal that has potential for a likely significant effect on Loch Spynie and so requires assessment. Tables 4.1 and 5.1 can therefore be removed from the HRA.

With regards to the strategy itself, it would be good to highlight opportunities to enhance biodiversity by encouraging green landscaping of active travel routes and other areas (such as wildflower roundabouts). We are aware of recent research (by Jaqueline Jobes – see below link for more information) that highlighted the importance of small areas of wildlife friendly habitat as stop-off points that help connect separate larger areas of habitat in the wider area, as well as providing benefits to people. Greening active travel routes and other locations should provide an attractive feature for people and make active travel routes more appealing. Habitat provision would also help offset negative impacts identified in the SEA report, and help the Council support the Scottish Biodiversity Strategy.
http://www.cieem.net/data/files/Resource_Library/Conferences/2017_SCOT_Conf/SCOT_Conf_2017_-_Abstracts__Biographies.pdf

Appendix 2
Responses to Screening Report from Statutory Consultees

Screening Report Response from The Scottish Government Gateway

Local Government and Communities Directorate
Planning and Architecture Division

T: [redacted]
E: [redacted]
D:

The Scottish Government
Riaghaltas na h-Alba

Dave Pritchard
Moray Council
Transportation

LEGACY 2014

01271 Scoping - Moray Council - Draft Elgin Transport Strategy

Dear Dave,

With reference to the Scoping report you submitted to the SEA Gateway on 3rd May 2017.

In accordance with Section 15(2) of the **Environmental Assessment (Scotland) Act 2005** the Consultation Authorities have now considered the Scoping report you submitted. The individual responses from the Consultation Authorities to your report are attached to this letter.

As the Consultation Authorities have now expressed their views on the proposed scope and level of detail of the report, you should refer to the Act to consider what your next step should be. You should of course take into account the opinions offered by the Consultation Authorities.

Note, in accordance with Section 15(3) of the 2005 Act (when agreed) you are required to formally write to advise the Scottish Ministers of the period of consultation you intend to specify, both for the public and the Consultation Authorities.

If you have any queries or would like me to clarify any points, please call me on [redacted].

Yours sincerely

Johnathan Whittlestone
SEA Gateway Officer

Appendix 3
Public Consultation Survey Monkey Questionnaire

Appendix 3
Public Consultation Survey Monkey Questionnaire

Strategic Environmental Assessment related to the Draft Elgin Transport Strategy

Respondent Group

1. Are you:

- ☐ A member of the public?
- ☐ A representative of an organisation?
- ☐ Other?

If you represent an organisation please specify the organisation. If you chose 'Other' please specify.

Questions about the draft strategy

Our vision through the transport strategy is to make sure that Elgin is a desirable, vibrant and healthy place to live, work and visit for all. European Community (EC) Directive 2001/42/EC requires that a Strategic Environmental Assessment (SEA) be carried out on Plans, Programmes and Strategies (PPS). The aim of the directive is to provide a high level of protection to the environment and to contribute to the integration of environmental considerations in the preparation and adoption of PPS with a view to promoting sustainable development.

This is your opportunity to comment on the likely environmental impact resulting from implementation of the draft Elgin Transport Survey. When you are responding to a specific section of the survey, please note the relevant paragraph reference number.

2. Overall, are you content with the Strategic Environmental Assessment?

- ☐ Yes
- ☐ No
- ☐ Don't know

Appendix 3
Public Consultation Survey Monkey Questionnaire

3. If you would like to comment on the Strategic Environmental Assessment Environmental Report, please do so here, noting down any relevant paragraph numbers if relevant:

4. If you would like to comment on the Strategic Environmental Assessment Environmental Baseline Assessment Annex A, please do so here, noting down any relevant paragraph numbers:

Appendix 3
Public Consultation Survey Monkey Questionnaire

5. If you would like to comment on the Strategic Environmental Assessment Appropriate Assessment - Annex B, please do so here, noting down any relevant paragraph numbers:

6. If you have any other relevant comments, please feel free to share them here:

Appendix 3
Public Consultation Survey Monkey Questionnaire

Some questions about you

7. What is your home postcode?

8. How old are you?

- [ ] 16 – 24 years
- [ ] 25 – 34 years
- [ ] 35 - 44 years
- [ ] 45 – 54 years
- [ ] 55 – 64 years
- [ ] Age 65 and over
- [ ] Prefer not to say

9. If you consent to your comments being included by name in the final version of the document, please include your name here:

10. If you consent to us contacting you with further information related to this survey, please include your email address or contact details here:

Appendix 4
Responses to Public Consultation

Appendix 4

Responses to Public Consultation from Statutory Consultees

Response to the Draft Environmental Report from the Scottish Environment Protection Agency

SEPA
Scottish Environment Protection Agency
Buidheann Dìon Àrainneachd na h-Alba

Our ref: PCS/153521
SG ref: SEA01271/ER

If telephoning ask for:
Susan Haslam

12 June 2017

Transport Development Team
Moray Council
Elgin

By email only to: SEA_Gateway@gov.scot

Dear Team

Environmental Assessment (Scotland) Act 2005
Draft Elgin Transport Strategy - Environmental Report

Thank you for your Environmental Report (ER) consultation submitted under the above Act in respect of the Draft Elgin Transport Strategy. This was received by SEPA via the Scottish Government SEA Gateway on 8 June 2017.

We welcome the clear setting out in Table 3 of how the comments we made on the draft ER have been taken into consideration when finalising the report. We welcome the helpful responses provided and related amendments made to the ER. Overall we are content that the ER provides a suitable assessment of the potential environmental effects of the Strategy.

As the Strategy is finalised, Moray Council as Responsible Authority, will be required to take account of the findings of the Environmental Report and of views expressed upon it during this consultation period. As soon as reasonably practical after the adoption of the plan, the Responsible Authority should publish a statement setting out how this has occurred. We normally expect this to be in the form of an "SEA Statement" similar to that advocated in the Scottish Government SEA Guidance. A copy of the SEA statement should be sent to the Consultation Authorities via the Scottish Government SEA Gateway on publication.

Should you wish to discuss this letter please do not hesitate to contact me on 01349 860359 or via SEPA's SEA Gateway at sea.gateway@sepa.org.uk.

Yours sincerely

Susan Haslam
Senior Planning Officer (SEA)
Planning Service

Ecopy: sea.gateway@hes.scot; sea_gateway@snh.gov.uk

Appendix 4

Responses to Public Consultation from Statutory Consultees

Response to the Draft Environmental Report from Scottish Natural Heritage

Scottish Natural Heritage
Dualchas Nàdair na h-Alba
All of nature for all of Scotland
Nàdar air fad airson Alba air fad

Sent via Scottish Government SEA Gateway – sea.gateway@scotland.gsi.gov.uk
Dave Pritchard
Moray Council
Engineer Transport Development
Transportation
Elgin

16 June 2017

Our ref: CEA146263

Dear Mr Pritchard

01271 Environmental Report – draft Elgin Transport Strategy

Thank you for the opportunity to provide comments on the Environmental Report for the draft Elgin Transport Strategy.

The Environmental Report has taken account of our scoping advice. As a result we consider that the key environmental issues have been correctly identified, and the assessment of likely significant effects on the environment has been carried out adequately.

The Habitats Regulations Appraisal (HRA) is part of the Environmental Report, and has also taken account of our scoping advice. We take this opportunity to confirm that we are content that the assessment of potential impacts on Natura sites has been carried out adequately, and that the mitigation identified is appropriate.

If you have any queries about this letter please do not hesitate to contact **Nina Turner, Planning Advisor (north)** based in our Inverness office in the first instance.

Yours sincerely

Brendan Turvey
Operations Manager
Tayside and Grampian

Scottish Natural Heritage, Great Glen House, Leachkin Road, Inverness, IV3 8NW
Tel: 01463 725000 Fax: 01463 725067
www.snh.gov.uk

Dualchas Nàdair na h-Alba, Taigh a' Ghlinne Mhòir, Rathad na Leacainn, Inbhir Nis, IV3 8NW
Fòn: 01463 725000 Facs: 01463 725067
www.snh.gov.uk/gaelic

Appendix 4

Responses to Public Consultation from Statutory Consultees

Response to the Draft Environmental Report from Historic Environment Scotland (Part 1)

HISTORIC ENVIRONMENT SCOTLAND | ÀRAINNEACHD EACHDRAIDHEIL ALBA

By email to: sea.gateway@gov.scot

Transport Development Team
Moray Council

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Enquiry Line: 0131-668-8716
Switchboard: 0131 668 8600
HMConsultations@hes.scot

Our ref: AMN/23/104
Our case ID: 300020386
Your ref: 01271

04 July 2017

Dear Sir/Madam

Environmental Assessment (Scotland) Act 2005
Moray Council - Draft Elgin Transport Strategy

Thank you for your consultation which we received on 08 June 2017 about the above and its Environmental Report (ER). We have reviewed these documents in relation to our main area of interest for the historic environment. The first part of this response relates to the Strategy with part two focusing upon its environmental assessment.

Part 1: Moray Council - Draft Elgin Transport Strategy
We welcome the preparation of this strategy and would only offer the following comment on one of the proposals contained within it.

New north-south link - Ashgrove Road to Maisondieu Road with traffic signals
This proposal has the potential to impact on the Category B listed Maisondieu Road, Railway Station, Engine Shed (HB no.30826). We note from the provided environmental assessment that this proposal will be subject to project level assessment and we would advise that the site and setting of the listed building be taken into account in the design of the proposed link road and bridge. We have supplied further information on this listed building in our response to the accompanying environmental assessment.

Part 2: Environmental Report
We welcome that the environmental report has clearly set out the assessment of the strategy and the proposals contained within it. We are generally content to agree with the findings presented within the assessment but would offer the further clarification to the issue raised in our response to the strategy itself.

Appendix 4
Responses to Public Consultation from Statutory Consultees
Response to the Draft Environmental Report from Historic Environment Scotland (Part 2)

HISTORIC ENVIRONMENT SCOTLAND | ÀRAINNEACHD EACHDRAIDHEIL ALBA

In terms of the detailed assessment provided in Appendix 6 relating to the proposed new north-south link (Ashgrove Road to Maisondieu Road with traffic signals) we note that uncertain effects have been predicted for the historic environment. The accompanying assessment discourse notes that "It is also acknowledged that there may be an impact on historic railway infrastructure." It should be noted that the engine shed (Moray SMR site NJ26SW0041) to the immediate west of the proposed link road is a Category B listed building. Historic Environment Scotland's geographical database places this listed building on a later engine shed some distance to the east of the actual listed building and we apologise for the confusion this has caused as this error has been taken through to the environmental baseline report that has been prepared to inform the assessment. We are currently updating our database to rectify this error.

In light of this we would advise that the assessment and subsequent monitoring requirements be updated to reflect the status of the engine shed. As we have noted in our response to the strategy itself the location and design of this new road/bridge link should take into account both the site and setting of the listed building.

None of the comments contained in this letter constitute a legal interpretation of the requirements of the Environmental Assessment (Scotland) Act 2005. They are intended rather as helpful advice, as part of our commitment to capacity building in SEA.

We hope this is helpful. Please contact us if you have any questions about this response. The officer managing this case is Andrew Stevenson who can be contacted by phone on 0131 668 8960 or by email on andrew.stevenson2@hes.scot.

Yours faithfully

Historic Environment Scotland

Historic Environment Scotland – Longmore House, Salisbury Place, Edinburgh, EH9 1SH
Scottish Charity No. **SC045925**
VAT No. **GB 221 8680 15**

Appendix 4

Responses to Public Consultation from Statutory Consultees

Response to the Draft Environmental Report from The Scottish Government Gateway

Local Government and Communities Directorate
Planning and Architecture Division

T: 0131-244 7650 F: 0131-244 7555
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D:

The Scottish Government
Riaghaltas na h-Alba

Transport Development Team
Moray Council

LEGACY 2014

01271 Environmental report - Moray Council - Draft Elgin Transport Strategy

Dear Transport Development Team,

With reference to the Environmental Report you submitted to the SEA Gateway on 8th June 2017.

In accordance with Section 16 of the Environmental Assessment (Scotland) Act 2005, the Consultation Authorities have now considered the Environmental report you submitted. The individual responses from the Consultation Authorities are attached to this letter.

As the Consultation Authorities have now expressed their opinions, you should refer to the 2005 Act to consider your next step, while taking into account the opinions of the Consultation Authorities.

If you have any queries or would like me to clarify any points, please call me on 0131 244 7650.

Yours sincerely

Johnathan Whittlestone
SEA Gateway Officer

Victoria Quay, Edinburgh EH6 6QQ
www.gov.scot

Appendix 4
Responses to Public Consultation
Response to the Draft Environmental Report from the general public

Our Ref GLE/2043/00019/LXMR

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LP-60 Edinburgh 2
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www.burnesspaull.com

Burness Paull

FAO Nicola Moss
The Moray Council
Council Office
High Street
ELGIN
IV30 1BX

7 July 2017

Dear Sirs

GLEANER OILS LIMITED
DRAFT ELGIN TRANSPORT STRATEGY
STRATEGIC ENVIRONMENTAL ASSESSMENT - AMENDED ENVIRONMENTAL REPORT

It was brought to our attention by Moray Council on 3 July 2017 that the Strategic Environmental Assessment ("SEA") documentation for the draft Elgin Transport Strategy had been updated, and that the closing date for consultation responses on the updated documentation is 7 July 2017. Having made inquiries of our client, they have no record of having been notified of the updated Environmental Report and the on-going consultation process prior to this week.

The updated Environmental Report is twice the size of the original Environmental Report. In the limited time available, we have attempted to consider the updated Environmental Report, so as to provide a timeous consultation response. However, we reserve our client's position on the Environmental Report to allow them to add to their response following further detailed consideration.

1 **THE UPDATED ENVIRONMENTAL REPORT**

1.1 We note that the updated Environmental Report provides additional information on the scoping of the Environmental Report, the consideration of mitigation measures to address the identified likely significant effects of the Strategy, and the consideration of measures to monitor the significant environmental effects associated with the Strategy.

Appendix 4
Responses to Public Consultation
Response to the Draft Environmental Report from the general public

1.2 The lack of information regarding mitigation and monitoring measures in the original Environmental Report was noted in our client's response to the original consultation, and the updates made to the Environmental Report are welcomed.

1.3 However, a number of the concerns raised in the original consultation response dated 11 May 2017 (copy enclosed for your convenience) remain. In particular:

1.3.1 **Consideration of the likely significant effects of the Strategy on the environment:** No consultation has been carried out with Gleaner regarding the impact of the proposed north-south link road on their land or business. Our client is concerned that the proposal will have an adverse impact on road safety and employment. There is therefore a potential for significant impacts on human health and population. Insofar as the Council has failed to consider the impact of the Strategy on our client, and other affected landowners and business owners, these likely significant impacts have not been sufficiently assessed.

1.3.2 **Mitigation measures:** The Council's inclusion of anticipated mitigation measures in the Environmental Report is welcomed. Insofar as the likely significant effects of the Strategy on population and human health have not been considered, mitigation measures to address these effects have likewise not been considered.

1.3.3 **Consideration of alternatives:** The Council have attempted to include some consideration of alternatives to the Council's preferred option for the proposed north-south link road. However, this is inadequate (as set out in further detail below), and the concerns set out in the original consultation response therefore still apply.

1.4 The Council is referred the original consultation response for further details of our client's concerns on these matters.

1.5 In terms of the additional information contained in the updated Environmental Report, our client still has serious concerns with the consideration of alternative options for the proposed north-south link road. Our client also has concerns regarding the updated environmental assessment of the Ashgrove Road/Maisondieu Road option (11B).

2 **CONSIDERATION OF ALTERNATIVES**

2.1 Our client's concerns regarding consideration of alternatives were also raised by SEPA in their scoping response, set out in table 3 of the updated Environmental Report.

2.2 SEPA's position is that the description of alternatives contained in Sections 9.1 to 9.3 of the original Environmental Report should be supported by an environmental assessment of those alternatives. The Council responded by stating that: *"Additional assessment [has been] inserted at Appendix 5 which shows the expected environmental effects associated with two of the three alternative road link options."* Section 9.0 of the Environmental Report

Appendix 4
Responses to Public Consultation
Response to the Draft Environmental Report from the general public

has been updated to state that *"An assessment of two alternative new north-south rail crossings can be found at Appendix 5."*

2.3 However, the Council's consideration of link road options in Section 9.4.1 remains unaltered from the original Environmental Report. It appears that the Council's inclusion of an environmental assessment of the Edgar Road/Wittet Drive link road option (I1H) is merely an attempt to pay lip service to the idea of consideration of alternatives.

3 **ENVIRONMENTAL ASSESSMENT OF THE LINK ROAD OPTIONS**

3.1 Our client welcomes the fact that the Council's environmental assessment of the proposed option I1B has recognised that the likely effect of the proposal on human health is currently unknown, rather than positive, as it was assessed in the original Environmental Report. It is our client's position that the likely effect of the proposal on population should also be assessed as unknown at the present time, given the lack of consultation with landowners and business owners, including our client, who would be affected by implementation of option I1B.

3.2 However, the amended assessment of human health impacts is the only alteration to the Council's assessment of option I1B. It is therefore entirely unclear how this downward assessment allows the Council to revise their summary of the environmental effects of option I1B up from *"negative – requires further detailed assessment at project level"* to *"negative (in localised area) – requires further detailed assessment at project level, overall – positive"*.

3.3 It is noted that the Council's assessment of option I1H (Edgar Road/Wittet Drive) concludes that that proposal would have the same level of likely environmental impacts on all SEA receptors as option I1B. The assessment reaches the same conclusion that the environmental effect of the proposal would be negative locally but overall positive.

3.4 It is also entirely unclear why the Council chose to include an environmental assessment of option I1H in the updated Environmental Report, but did not asses the third link road option (I1E/I1F – Wards Road to Edgar Road).

3.5 Our original consultation response set out our client's position that the Council's position on the separate Western Link Road scheme is not a proper basis on which to discount option I1H. The fact that there is, in the Council's assessment, no difference between options I1B and I1H in terms of environmental effect, reinforces this point.

At the time the Council made its political decision not to proceed with the Western Link Road, no consideration was given to what is now option I1B. Both options should therefore be considered, as the previous Council decision is not directly relevant to the current issue. The Council's attempts to address our client's concerns are appreciated. However, our client's position remains that the current SEA process, as carried out, is insufficient to meet the requirements of the Environmental Assessment (Scotland) Act 2005. As stated in the original consultation response, no plan or programme can be

Appendix 4
Responses to Public Consultation
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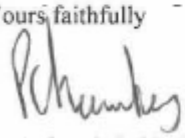
competently adopted in contravention of the 2005 Act, and so adoption by the Council of the Strategy will be open to judicial challenge.

Our client welcomes the assurances made, in a separate letter to them dated 3 July 2017, that the Council intend to liaise with Gleaner through any further stages of development.

Kindly acknowledge receipt.

Yours faithfully



for and on behalf of Burness Paull LLP

Appendix 5
Relationship to other Plans, Programmes or Strategies

Appendix 5

Relationship to other Plans, Programmes or Strategies - International Level PPS

Table 25 Relationship with International PPS

Name of PPS	Requirements of PPS	Implications for ETS	Implications for SEA
Kyoto Protocol	Sets binding obligations on industrialised countries to reduce emissions of greenhouse gases	The Protocol requires that draft ETS proposals do not contribute to, or hasten the acceleration of, climate change.	Considered by assessment objective 2: Reduce the causes and impacts of climate change.
UNECE Gothenburg Protocol to abate Acidification, Eutrophication and Ground-level Ozone	Sets emission limits for four pollutants, sulphur, oxides of nitrogen (NO_x), Volatile Organic Compounds (VOCs) and ammonia. Protocol also sets limit values for specific emission sources including cars and lorries.	The Protocol requires that draft ETS proposals promote non-polluting modes of transport in order to reduce transport's contribution to sulphur dioxide, NO_x and VOCs by.	Considered by assessment objective 1: To improve air quality within Elgin and prevent a further deterioration in the noise environment at sensitive receptors.
Council of Europe, The European Landscape Convention 2000	Protection for all landscapes, not just those of heritage value. Recognises the role of landscapes in quality of life.	The Convention requires that draft ETS transport solutions are limited to areas of the landscape that are least sensitive to development.	Considered by assessment objective 3: Protect and enhance the biodiversity and landscape of Elgin, including the protection and enhancement of species, habitats, geology and landform.
EC Directive 92/43/EEC The Habitats Directive	Conservation of protected habitats and species.	The Directive requires that draft ETS proposals do not disturb protected habitats and species.	Considered by assessment objectives 3: To protect and enhance the biodiversity and landscape of Elgin, including the protection and enhancement of species, habitats, geology and landform.

Appendix 5

Relationship to other Plans, Programmes or Strategies - International Level PPS

Table 25 Relationship with International PPS

Name of PPS	Requirements of PPS	Implications for ETS	Implications for SEA
EU Ambient Air Quality Directive 2008/50/EC	Legally binding limits for concentration of pollutants in outdoor air that impact upon public health.	The Directive requires that draft ETS proposals promote non-polluting modes of transport in order to reduce transport's contribution to poor air quality.	Considered by assessment objectives 1 and 7: To improve air quality within Elgin and prevent a further deterioration in the noise environment at sensitive receptors. To promote the use of sustainable transport options.
EC Directive 2009/147/EC Conservation of Wild Birds	Conservation of protected bird species.	The Directive requires that draft ETS proposals do not disturb protected bird species.	Considered by assessment objective 3: To protect and enhance the biodiversity and landscape of Elgin, including the protection and enhancement of species, habitats, geology and landform.
National Emissions Ceiling Directive	Seeks to reduce emissions of those pollutants (sulphur dioxide, oxides of nitrogen (NO_x), Volatile Organic Compounds (VOCs) and ammonia) that cause acidification, eutrophication and ground-level ozone, in order to protect human health.	This Directive requires that draft ETS proposals promote non-polluting modes of transport in order to reduce transport's contribution to sulphur dioxide, NO_x and VOCs.	Considered by assessment objective 1: To improve air quality within Elgin and prevent a further deterioration in the noise environment at sensitive receptors.

Appendix 5

Relationship to other Plans, Programmes or Strategies - National Level PPS

Table 26 Relationship with National PPS

Name of PPS	Requirements of PPS	Implications for ETS	Implications for SEA
National Planning Framework 3	Long term spatial strategy for Scotland identifying future land use challenges and a range of strategic national infrastructure projects.	The Framework requires that Draft ETS proposals should support the challenges of promoting sustainable economic growth and climate change.	Considered by assessment objectives 2 and 9: To reduce the causes and impacts of climate change. To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.
Planning etc. (Scotland) Act 2006	Range of planning reforms aimed at streamlining the planning system and increasing community involvement.	The Act introduces a range of changes aimed at streamlining the process, including changes to the development plan preparation process and the processes for determining planning applications.	Considered by assessment objective 8: Protect, enhance and create greenspaces and regenerate degraded environments.
Planning Advice Note 61 Planning and Sustainable Urban Drainage Systems	Aims to manage surface water run off on site as near to source as possible, slowing down run-off, treating it naturally and releasing good quality surface water to watercourses or groundwater.	The Planning Advice Note requires that draft ETS proposals take account of the potential impacts of water run-off and be designed to comply with SUDS requirements.	Considered by assessment objective 5: To protect and enhance the district's water environment.

Appendix 5

Relationship to other Plans, Programmes or Strategies - National Level PPS

Table 26 Relationship with National PPS

Name of PPS	Requirements of PPS	Implications for ETS	Implications for SEA
Scottish Planning Policy 2014	Range of national guidance on topics including housing land, natural environment, renewable energy, employment land, retailing and minerals.	The Policy requires that draft ETS proposals should optimise the use of existing infrastructure, reduce the need to travel, provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport.	Considered by assessment objectives 7, 8 and 9: To promote the use of sustainable transport options. Protect, enhance and create greenspaces and regenerate degraded environments. To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people
Planning Advice Note 79 Water and Drainage	Aims to provide advice on good practice in relation to the provision of water and drainage, encouraging joint working to ensure a common understanding of capacity constraints	The Planning Advice Note requires that draft ETS proposals should take account of the potential impacts of water run-off and be designed to comply with SUDS requirements.	Considered by assessment objective 2 and 5: To reduce the causes and impacts of climate change. To protect and enhance the district's water environment.

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Relationship to other Plans, Programmes or Strategies - National Level PPS

Table 26 Relationship with National PPS

Name of PPS	Requirements of PPS	Implications for ETS	Implications for SEA
Planning Advice Note 60 for Natural Heritage	Provides guidance on planning implications for Scotland's natural heritage, considering landscape character, biodiversity, local designations and greenspaces. Aims to maintain and enhance landscape character, provide for a diversity of wildlife habitats, make provision for a wide range of outdoor recreational activities and foster opportunities for learning about the environment.	The Planning Advice Note requires that draft ETS proposals should take account of any potential impacts to landscape character, biodiversity, local designations and greenspaces.	Considered by assessment objectives 3, 4 and 8: To protect and enhance the biodiversity and landscape of Elgin, including the protection and enhancement of species, habitats, geology and landform. To protect and enhance cultural heritage and diversity within Elgin. Protect, enhance and create greenspaces and regenerate degraded environments.
Planning Advice Note 75 Planning for Transport	Aims to create an accessible Scotland, which has a safe, reliable and sustainable transport system, with integration of land use planning with transportation being a key to delivery.	The Planning Advice Note requires that draft ETS should support the long term growth of Elgin in accordance with the Local Development Plan, therefore integrating land use and transportation requirements.	Considered by assessment objective 9: To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.

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Relationship to other Plans, Programmes or Strategies - National Level PPS

Table 26 Relationship with National PPS

Name of PPS	Requirements of PPS	Implications for ETS	Implications for SEA
Climate Change (Scotland) Act 2009	Aims to reduce greenhouse emissions by 80% by 2050. Places a duty on public bodies to contribute to the delivery of the targets set in the Act in exercising its functions.	The Act requires that Draft ETS proposals should contribute to the reduction of greenhouse emissions.	Considered by assessment objectives 2 and 7: To reduce the causes and impacts of climate change. To promote the use of sustainable transport options.
Environmental Noise (Scotland) Regulations 2006.(implementing Directive for Assessment of Environmental Noise 2002/49/EC)	The Scottish Government has produced noise maps in response to the European Parliament and Council Directive for Assessment and Management of Environmental Noise 2002/49/EC, more commonly referred to as the Environmental Noise Directive (END). This directive deals with noise from road, rail, and air traffic, and from industry. It focuses on the impact of such noise on individuals, complementing existing EU legislation, which sets standards for noise emissions from specific sources.	The Scottish Government are the competent authority for the strategic road noise map through the A96 in Elgin and the implementation of associated Noise Action Plans that arise from the first series of noise mapping. The ETS should continue to take cognisance of this noise mapping and be reviewed and monitored appropriately as a further series of noise mapping exercises continue at the time of writing and may interface with the local authority road network within Elgin. Details of the current noise mapping can viewed at scottishnoisemapping.org	Considered by assessment objectives 1. To improve air quality within Elgin and prevent a further deterioration in the noise environment at sensitive receptors.

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Relationship to other Plans, Programmes or Strategies - National Level PPS

Table 26 Relationship with National PPS

Name of PPS	Requirements of PPS	Implications for ETS	Implications for SEA
Planning Advice Note PAN 1/2011, Planning and Noise	The Planning Advice Note (PAN) provides advice on the role of the planning system in helping to prevent and limit the adverse effects of noise	The Planning Advice Note requires that draft ETS proposals should prevent and limit the adverse impacts of noise.	Considered by assessment objectives 1. To improve air quality within Elgin and prevent a further deterioration in the noise environment at sensitive receptors.
Nature Conservation (Scotland) Act 2004	The act introduces a general duty on all public bodies to further the conservation of biodiversity.	The Act requires that draft ETS proposals do not adversely affect biodiversity.	Considered by assessment objective 3: To protect and enhance the biodiversity and landscape of Elgin, including the protection and enhancement of species, habitats, geology and landform.
Wildlife and Natural Environment (Scotland) Act 2011	Amends Wildlife and Countryside Act 1981 and provides protection to various species and makes operational changes to management of Sites of Special Scientific Interest (SSSI).	The Act requires that draft ETS proposals should avoid development in environmentally sensitive areas.	Considered by assessment objective 3: To protect and enhance the biodiversity and landscape of Elgin, including the protection and enhancement of species, habitats, geology and landform.
Scottish Historic Environment Policy 2011	Scottish Historic Environment Policy supports the protection and enhancement of the historic environment.	The Policy requires that draft ETS proposals should avoid interventions in any sensitive areas.	Considered by assessment objective 4: To protect and enhance cultural heritage and diversity within Elgin.

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Relationship to other Plans, Programmes or Strategies - National Level PPS

Table 26 Relationship with National PPS

Name of PPS	Requirements of PPS	Implications for ETS	Implications for SEA
Scottish Soil Framework 2009	Sets out the vision for soil protection in Scotland and formally acknowledges the important services soils provide to society.	The Framework requires that draft ETS proposals should avoid interventions in any sensitive areas or priority peatland habitats.	Considered by assessment objective 6: To promote the sustainable management, improvement and protection of soils, including carbon rich soils, deep peat and priority peatland habitats.
Historic Scotland's 'Our Plan in Time'.	Historic environment strategy for Scotland.	The Strategy requires that draft ETS proposals do not adversely impact the historic environment.	Considered by assessment objective 4: To protect and enhance cultural heritage and diversity within Elgin.
SEPA Land use planning system development plan guidance note 2a: Development Plan Guidance on Flood Risk	Guidance to help effectively contribute to sustainable flood management.	The Guidance requires that draft ETS proposals do not contribute to flood risk.	Considered by assessment objectives 2 and 5: To reduce the causes and impacts of climate change. To protect and enhance the district's water environment.

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Relationship to other Plans, Programmes or Strategies - National Level PPS

Table 26 Relationship with National PPS

Name of PPS	Requirements of PPS	Implications for ETS	Implications for SEA
National Transport Strategy	Sets out Scottish Government's long-term vision for transport and establishes 3 strategic outcomes: Improved journey times and connections between its cities and towns and our global markets to tackle congestion and lack of integration and connections in transport. Reduced emissions to tackle climate change, air quality, health improvement. Improved quality, accessibility and affordability of transport, to give choice of public transport, better quality services and value for money, or alternative to car.	The Strategy requires that draft ETS proposals should contribute positively to the 3 strategic outcomes.	Considered by assessment objectives 1, 2, 7, 8 and 9: To improve air quality within Elgin and prevent a further deterioration in the noise environment at sensitive receptors. To reduce the causes and impacts of climate change. To promote the use of sustainable transport options. Protect, enhance and create greenspaces and regenerate degraded environments. To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.

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Relationship to other Plans, Programmes or Strategies - National Level PPS

Table 26 Relationship with National PPS

Name of PPS	Requirements of PPS	Implications for ETS	Implications for SEA
Designing Streets	Quality approach to urban street design, stressing the importance of an intelligent response to location rather than rigid adherence to standards. Traffic capacity is not always a primary consideration.	The guidance requires that draft ETS proposals should take a balanced approach when determining the needs of different user groups.	Considered by assessment objectives 4, 7, 8 and 9: To protect and enhance cultural heritage and diversity within Elgin. To promote the use of sustainable transport options. Protect, enhance and create greenspaces and regenerate degraded environments. To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.

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Relationship to other Plans, Programmes or Strategies - National Level PPS

Table 26 Relationship with National PPS

Name of PPS	Requirements of PPS	Implications for ETS	Implications for SEA
National Road Development Guide	Provides clarification on the use of Designing Streets and the change of approach from a standards based approach to a collaborative approach between designers, planners and road engineers.	The Guide requires that draft ETS proposals should take a balanced approach when determining the needs of different user groups.	Considered by assessment objectives 4, 7, 8 and 9: To protect and enhance cultural heritage and diversity within Elgin. To promote the use of sustainable transport options. Protect, enhance and create greenspaces and regenerate degraded environments. To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.
The Air Quality Standards (Scotland) Regulations 2010	Targets for the maximum concentrations of various pollutants including NOx and particulates in ambient air.	The Regulations require that draft ETS proposals promote non-polluting modes of transport in order to reduce transport's contribution to NOx and particulates in ambient air.	Considered by assessment objectives 1 and 2: To improve air quality within Elgin and prevent a further deterioration in the noise environment at sensitive receptors. To reduce the causes and impacts of climate change.

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Relationship to other Plans, Programmes or Strategies - National Level PPS

Table 26 Relationship with National PPS

Name of PPS	Requirements of PPS	Implications for ETS	Implications for SEA
National Emissions Ceilings Regulations (UK)	Transposes European Emissions Ceilings Directive into UK regulations.	The draft ETS should remain cognisant that transport is a major contributor to NOx and particulate emissions and should develop measures to reduce transport's contribution by promotion of non-polluting modes of transport.	Considered by assessment objectives 1 and 2: To improve air quality within Elgin and prevent a further deterioration in the noise environment at sensitive receptors. To reduce the causes and impacts of climate change.
Clean Air for Scotland	Strategy detailing the Scottish Government's proposals for delivering further improvements to air quality.	The Strategy requires that the draft ETS considers improvements to air quality.	Considered by assessment objectives 1: To improve air quality within Elgin and prevent a further deterioration in the noise environment at sensitive receptors.
Scotland's Road Safety Framework to 2020	Sets vision to reduce the injury rate and the number of people killed on Scotland's roads and the commitments required in order to achieve this.	The Framework requires that draft ETS proposals provides a safe network of traffic calming measures and facilities, for pedestrian and cyclists, through the use of appropriate road construction	Considered by assessment objectives 7, 8 and 9: To promote the use of sustainable transport options. Protect, enhance and create greenspaces and regenerate degraded environments. To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.

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Relationship to other Plans, Programmes or Strategies - National Level PPS

Table 26 Relationship with National PPS

Name of PPS	Requirements of PPS	Implications for ETS	Implications for SEA
Cycling Action Plan for Scotland	National vision with a target that 10% of all trips in Scotland will be by bicycle by 2020.	Draft ETS proposals should positively contribute to this 10% target.	Considered by assessment objectives 7, 8 and 9: To promote the use of sustainable transport options. Protect, enhance and create greenspaces and regenerate degraded environments. To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.

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Relationship to other Plans, Programmes or Strategies - National Level PPS

Table 26 Relationship with National PPS

Name of PPS	Requirements of PPS	Implications for ETS	Implications for SEA
Let's Get Scotland Walking – National Walking Strategy	National vision for walking with three strategic aims: Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone Enable easy, convenient and safe independent mobility for everyone	The Strategy requires that the draft ETS should identify methods to achieve these aims through a combination of active travel interventions.	Considered by assessment objectives 7, 8 and 9: To promote the use of sustainable transport options. Protect, enhance and create greenspaces and regenerate degraded environments. To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.

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Name of PPS	Requirements of PPS	Implications for ETS	Implications for SEA
Action Plan for Buses 2006	Report detailing the Scottish Government's vision for comprehensive and sustainable bus services in order to promote economic growth, social inclusion and to reduce congestion.	The draft ETS should consider the requirement for comprehensive and sustainable bus services in order to promote economic growth, social inclusion and to reduce congestion.	Considered by assessment objectives 2, 7 and 9: To reduce the causes and impacts of climate change. To promote the use of sustainable transport options. To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.

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Relationship to other Plans, Programmes or Strategies - National Level PPS

Table 26 Relationship with National PPS

Name of PPS	Requirements of PPS	Implications for ETS	Implications for SEA
Long Term Vision for Active Travel in Scotland to 2030	Vision aims to encourage more people to walk and cycle for everyday shorter journeys. It focuses on areas such as infrastructure, transport integration, cultural and behaviour change, community ownership and planning.	The Scottish Government's long term vision for active travel in Scotland should be considered throughout the development of the draft ETS.	Considered by assessment objectives 2, 7 and 9: To reduce the causes and impacts of climate change. To promote the use of sustainable transport options. To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.

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Relationship to other Plans, Programmes or Strategies - Regional / Local Level PPS

Table 27 Relationship with Regional / Local PPS

Name of PPS	Requirements of PPS	Implications for ETS	Implications for SEA
HITRANS Regional Transport Strategy	HITRANS Regional Transport Strategy provides a framework for the transport activities of constituent councils, health boards and others.	The HITRANS Regional Transport Strategy's main objective to '*improve interconnectivity of the whole area to strategic services and destinations requiring development of a fit for purpose, multi-modal transport system'* should be considered throughout the development of the draft ETS.	Considered by assessment objectives 7, 8 and 9: To promote the use of sustainable transport options. Protect, enhance and create greenspaces and regenerate degraded environments. To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.

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Relationship to other Plans, Programmes or Strategies - Regional / Local Level PPS

Table 27 Relationship with Regional / Local PPS

Name of PPS	Requirements of PPS	Implications for ETS	Implications for SEA
Aberdeen City, Aberdeenshire and Moray Road Safety Plan 2011/2015	Joint Road Safety Plan to improve road safety in order to significantly reduce the levels of people being killed and seriously injured	Although the Road Safety Plan is currently out of date, road safety topics should be considered throughout the development of the draft ETS.	Considered by assessment objectives 7, 8 and 9: To promote the use of sustainable transport options. Protect, enhance and create greenspaces and regenerate degraded environments. To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.

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Relationship to other Plans, Programmes or Strategies - Regional / Local Level PPS

Table 27 Relationship with Regional / Local PPS

Name of PPS	Requirements of PPS	Implications for ETS	Implications for SEA
Moray 2026	Establishes what Moray is like as a place to live and work, assesses its strengths and weaknesses to identify the issues that needed to be addressed.	The overarching aim of Moray 2026 'to improve life for those living and working in Moray' should be considered throughout the development of the ETS.	Considered by assessment objectives 7, 8 and 9: To promote the use of sustainable transport options. Protect, enhance and create greenspaces and regenerate degraded environments. To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.
Moray Economic Strategy	Sets out a vision and proposals to diversify the defence-dependent economy and support economic growth. This requires land use proposals identified in the Moray Local Development Plan 2015, for housing and employment purposes and the supporting infrastructure being provided to facilitate growth.	Sustainable travel and transportation enhancements needed to support the aspirations of the Moray Economic Strategy, which requires a safe, well connected and efficient transportation network, should be considered throughout the development of the draft ETS.	Considered by assessment objective 9: To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.

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Relationship to other Plans, Programmes or Strategies - Regional / Local Level PPS

Table 27 Relationship with Regional / Local PPS

Name of PPS	Requirements of PPS	Implications for ETS	Implications for SEA
Moray Local Development Plan 2015	Land use policy framework for Moray administrative area, excluding the Cairngorms National Park. Implications - sets out land use policies and proposals for Moray. Significant land, housing and employment proposals identified in Elgin, the administrative centre of Moray, with a series of transport network improvements (TSP) identified in the Plan required to support the planned growth.	Transportation requirements to support the planned growth of Elgin to 2030, providing network improvements and sustainable transport options to support delivery of designated housing and employment land, should be considered throughout the development of the draft ETS.	Considered by assessment objectives 7 and 9: To promote the use of sustainable transport options. To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.
Draft Moray Council Active Travel Strategy 2016-2021	Sets out how Moray Council will encourage more non-motorised travel within Moray through a series of programmes of direct measures and behaviour change programmes.	The draft Moray Council Active Travel Strategy 2016-2021 should be considered throughout the development of the draft ETS.	Considered by assessment objectives 7, 8 and 9: To promote the use of sustainable transport options. Protect, enhance and create greenspaces and regenerate degraded environments. To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.

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Name of PPS	Requirements of PPS	Implications for ETS	Implications for SEA
Moray Local Transport Strategy 2011	Moray's vision and key strategic objectives for transport in Moray which informs the Council's transport investment for the term of the strategy to address future transportation issues.	The Moray Local Transport Strategy 2011 vision to provide '*Excellent connections and accessibility for Moray through a safe, integrated, reliable and affordable transport system which is inclusive and supports economic development and the needs of the local communities whilst safeguarding the environment'* should be considered throughout the development of the draft ETS.	Considered by assessment objectives 1, 2, 3, 4, 5, 7, 8 and 9: To improve air quality within Elgin and prevent a further deterioration in the noise environment at sensitive receptors. To reduce the causes and impacts of climate change. To protect and enhance the biodiversity and landscape of Elgin, including the protection and enhancement of species, habitats, geology and landform. To protect and enhance cultural heritage and diversity within Elgin. To promote the use of sustainable transport options. To protect and enhance the district's water environment. Continued on next page.

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Relationship to other Plans, Programmes or Strategies - Regional / Local Level PPS

Table 27 Relationship with Regional / Local PPS

Name of PPS	Requirements of PPS	Implications for ETS	Implications for SEA
Moray Local Transport Strategy 2011	Moray's vision and key strategic objectives for transport in Moray which informs the Council's transport investment for the term of the strategy to address future transportation issues.	The Moray Local Transport Strategy 2011 vision to provide '*Excellent connections and accessibility for Moray through a safe, integrated, reliable and affordable transport system which is inclusive and supports economic development and the needs of the local communities whilst safeguarding the environment*' should be considered throughout the development of the draft ETS.	Continued from previous page. Protect, enhance and create greenspaces and regenerate degraded environments. To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.
Moray Core Paths 2011	Provides a basic framework of core paths sufficient for the purpose of giving the public reasonable access throughout the Local Authority area.	The current framework of core paths within the Elgin settlement area should be considered throughout the development of the draft ETS.	Considered by assessment objectives 7, 8 and 9: To promote the use of sustainable transport options. Protect, enhance and create greenspaces and regenerate degraded environments. To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.

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Relationship to other Plans, Programmes or Strategies - Regional / Local Level PPS

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Name of PPS	Requirements of PPS	Implications for ETS	Implications for SEA
Elgin Travel Audit 2009	Provides a framework to assess where best to apply funding in order to increase the potential for active travel to encourage mode change to active travel options.	Any remaining 'Prioritised Action Plan' interventions detailed in the Elgin Travel Audit 2009 should be considered throughout the development of the draft ETS.	Considered by assessment objectives 7, 8 and 9: To promote the use of sustainable transport options. Protect, enhance and create greenspaces and regenerate degraded environments. To secure a better quality of life for local people through improvements to service provision, sustaining a healthy economy with high levels of employment and improving the health and well-being of local people.

Appendix 6
Environmental Assessment of Alternative Options

Appendix 6
Environmental Assessment of Alternative Options

As part of this SEA assessment process, each of the alternative options outlined in sections 9.1 to 9.3 were individually assessed in order to determine the likely environment effects on individual SEA receptors. The overall effects on each receptor by alternative option type were then reviewed in order to determine the most suitable alternative option. Table 28 below provides an overview of the assessment process.

Table 28 Environmental Assessment of Alternative Options

Receptor	Alternative Options			Assessment Outcome
	1. Maintain Status Quo	**2. Mode Change**	**3. Integrated Transport and Sustainable Travel**	
Biodiversity, flora and fauna	If the ETS is not implemented, vehicular travel is still expected to increase due to the projected growth of Elgin. In this scenario it is anticipated that damage to biodiversity, flora and fauna would increase through time due to increased pollution from standing traffic and noise. In addition, emissions from transport, such as NOx, can serve as precursors to the formation of ground level ozone, which negatively impacts vegetation. Continued on next page.	Intervention packages within this option are restricted to streetscape, cycle and pedestrian improvements and a review of pedestrian crossings. Investing in sustainable travel options is anticipated to have a little or no impact on biodiversity, flora and fauna due to the limited scope of the proposed intervention packages.	If the ETS is implemented the increases in vehicular traffic associated with projected growth will be considered thus enabling the negative effects on biodiversity, flora and fauna to be mitigated against as part of the detailed development of the proposals. The implementation of ETS proposals will allow for a coherent and balanced package of interventions which are designed to reduce pollution from standing traffic and noise. Continued on next page.	Option 1 is discounted due to the potential for severe effects to biodiversity, flora and fauna resulting from increasing levels of pollutants and implementation of unplanned, ad-hoc interventions. Option 2 is anticipated to have little or no effect on biodiversity, flora and fauna. However, this option is also discounted as it does not fully address the anticipated growth in vehicular traffic. In failing to deal with an increase in vehicular traffic option 2 has the same potential outcomes as option 1. Continued on next page.

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Environmental Assessment of Alternative Options

Table 28 Environmental Assessment of Alternative Options

Receptor	Alternative Options			Assessment Outcome
	1. Maintain Status Quo	**2. Mode Change**	**3. Integrated Transport and Sustainable Travel**	
Biodiversity, flora and fauna	Continued from previous page. Any attempt to alleviate traffic issues via unstructured, ad-hoc improvement schemes could potentially lead to fragmentation of habitats, disturbance of sensitive species and lead to the irreversible loss/damage to biodiversity, flora and fauna.	As Above	Continued from previous page. Introducing a balanced and structured package of interventions will minimise the potential for the fragmentation of habitats, disturbance of sensitive species and irreversible loss/damage to biodiversity, flora and fauna. Park and change sites proposal may impact Loch Spynie Natura 2000 site which could negatively affect biodiversity, flora and fauna.	Continued from previous page. Option 3 will affect biodiversity, flora and fauna. However, it is considered that the introduction of a comprehensive and structured package of interventions would mitigate against the effects of increased vehicular traffic, minimise the likelihood for the fragmentation of habitats, disturbance of sensitive species and prevent irreversible loss/damage to biodiversity, flora and fauna. The mitigation of any impacts on biodiversity, flora and fauna would form part of the development of the detailed proposals.

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Environmental Assessment of Alternative Options

Table 28 Environmental Assessment of Alternative Options

Receptor	Alternative Options			Assessment Outcome
	1. Maintain Status Quo	**2. Mode Change**	**3. Integrated Transport and Sustainable Travel**	
Landscape	It is anticipated that there are 2 possible scenarios associated with not implementing the ETS. 1. Road / transport system is not altered as vehicular traffic increases resulting in no changes to the landscape. 2. Road / transport system is altered on an ad-hoc basis to deal with increases in vehicular traffic resulting in random and detrimental changes to the wider landscape of Elgin town.	Intervention packages within this option are restricted to streetscape, cycle and pedestrian improvements and a review of pedestrian crossings. Investing in sustainable travel options is anticipated to have little or no impact on landscape due to the very limited nature of the proposed intervention packages.	Overall changes to landscape are anticipated to be minimal. However, ETS proposals for Park and Change sites and the new road link have will have a moderate impact on localised areas of landscape.	Option 1 is discounted. It is considered that the local landscape of Elgin would be detrimentally affected as a result of unplanned, ad-hoc interventions, resulting in a poor visual environment caused by increasing traffic growth. Option 2 would have little impact on landscape. However, this option is discounted as it does not address the anticipated growth in vehicular traffic. Additionally, in failing to deal with an increase in vehicular traffic option 2 could result in unplanned, ad-hoc interventions which could detrimentally affect the local landscape of Elgin. Continued on next page.

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Environmental Assessment of Alternative Options

Table 28 Environmental Assessment of Alternative Options

Receptor	Alternative Options			Assessment Outcome
	4. Maintain Status Quo	**5. Mode Change**	**6. Integrated Transport and Sustainable Travel**	
Landscape	As above	As above	As above	Continued from previous page. Option 3 will have a moderate impact on the local landscape of Elgin. However, as the intervention proposals form part of a wider package, it should prevent the requirement for future unplanned, ad-hoc interventions. Protection to landscape character and local distinctiveness would be afforded through the applications of MLDP2015 policies and through appropriate mitigation measures.

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Environmental Assessment of Alternative Options

Table 28 Environmental Assessment of Alternative Options

Receptor	Alternative Options			Assessment Outcome
	1. Maintain Status Quo	**2. Mode Change**	**3. Integrated Transport and Sustainable Travel**	
Cultural Heritage	If the ETS is not implemented, vehicular travel is still expected to increase due to the projected growth of Elgin. Anticipated growth may result in standing traffic which may have a detrimental effect on the setting and character of Listed Buildings, Scheduled Monuments and Conservation Areas within Elgin.	Intervention packages within this option are restricted to streetscape, cycle and pedestrian improvements and a review of pedestrian crossings. Investing in sustainable travel options is anticipated to have little or no impact on Cultural Heritage due to the very limited nature of the proposed intervention packages.	If the ETS is implemented the increases in vehicular traffic associated with projected growth can be considered thus enabling effects on Cultural Heritage to be identified during the detailed consideration of the proposals. The implementation of ETS proposals will allow for a coherent and balanced package of interventions thus enabling any negative effects on the setting and character of Listed Buildings, Scheduled Monuments and Conservation Areas within Elgin to be considered collectively and mitigated against.	Option 1 is discounted. It is considered that the Cultural heritage of Elgin would be detrimentally affected as a result of standing traffic and could ultimately have a long-term negative impact on cultural heritage, resulting in a poor visual environment. Although option 2 would have little impact on the cultural of Elgin. However, this option is also discounted as it does not address the anticipated growth in vehicular traffic. Additionally, in failing to deal with an increase in vehicular traffic option 2 could result in unplanned, ad-hoc interventions which could detrimentally affect the local landscape of Elgin. Continued on next page.

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Environmental Assessment of Alternative Options

Table 28 Environmental Assessment of Alternative Options

Receptor	Alternative Options			Assessment Outcome
	1. Maintain Status Quo	**2. Mode Change**	**3. Integrated Transport and Sustainable Travel**	
Cultural Heritage	As above	As above	Introducing a balanced and structured package of interventions will minimise the potential for isolated interventions that, in isolation may have no effect, but collectively have the potential to detrimentally affect the setting and character of Listed Buildings, Scheduled Monuments and Conservation Areas within Elgin.	Continued from previous page. Option 3 will have a moderate impact on the Cultural Heritage of Elgin. However, as the intervention proposals form part of a wider package, which can be considered collectively, it should minimise and prevent the requirement for future unplanned, ad-hoc interventions and could ultimately have a long-term positive impact on cultural heritage, resulting in an attractive visual environment by minimising the effects of traffic growth.

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Environmental Assessment of Alternative Options

Table 28 Environmental Assessment of Alternative Options

Receptor	Alternative Options			Assessment Outcome
	1. Maintain Status Quo	**2. Mode Change**	**3. Integrated Transport and Sustainable Travel**	
Climatic Factors	If the ETS is not implemented, vehicular travel is still expected to increase due to the projected growth of Elgin. Climate projections indicate warmer, drier summers, and warmer, wetter winters, with exceptional heat and precipitation events becoming more common and severe events more extreme. Increases in vehicular travel, and the corresponding rise in pollutants such as nitrogen oxide, carbon dioxide and black carbon, will have a significant detrimental effect on Climate Change. Emissions from transport, such as NOx, can serve as precursors to the formation of ground level ozone, has a negative impact on the climate and works against the intent of the Climate Change (Scotland) Act 2009.	Intervention packages within this option are restricted to streetscape, cycle and pedestrian improvements and a review of pedestrian crossings. With no rise in vehicular traffic levels, investing in sustainable travel options is anticipated to have a positive impact by reducing the amount of pollutants and meets the intent of the Climate Change (Scotland) Act 2009. This option, and the expected positive effects, may assist in countering the negative effects of Climate Change. However, the positive effects are anticipated to be reduced/negated due to the increase in vehicular traffic.	If the ETS is implemented the increases in vehicular traffic, associated with projected growth, can be mitigated by enhanced sustainable and active travel options and road infrastructure improvements. Introducing a balanced and structured package of interventions will minimise the potential for isolated interventions that, in isolation may have little or no effect on the impacts of Climate Change. Enhanced sustainable and active travel options, reduced car usage and improved transport infrastructure, which is designed to reduce congestion levels and standing traffic, will have a positive effect by reducing pollutant levels and the negative effects of Climate Change.	Option 1 is discounted. There would be no interventions and the transport system will be susceptible to the effects of extreme weather events which may result in the transport system failing to operate effectively, increased maintenance costs for repairs to damaged infrastructure, and reduced lifespan of transport infrastructure. Option 2 would have a positive impact on the climate change. However, these positive effects will be counteracted as the anticipated growth in vehicular traffic would not be addressed. Failing to address an increase in vehicular traffic exposes the transport system to the same risks as option 1. This option is therefore discounted. Continued on next page.

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Environmental Assessment of Alternative Options

Table 28 Environmental Assessment of Alternative Options

Receptor	Alternative Options			Assessment Outcome
	1. Maintain Status Quo	**2. Mode Change**	**3. Integrated Transport and Sustainable Travel**	
Climatic Factors	As above	As above	As above	Continued from previous page. Option 3 is anticipated to reduce transport's contribution to climate change by reducing car dependency, making it easier, safer and more pleasant to walk, cycle and use public transport for everyday journeys. Improving sustainable and active travel choices and road infrastructure improvements will positively contribute to a reduction in pollutants, thereby, enhancing the transport systems resilient to the impacts of climate change.

Appendix 6

Environmental Assessment of Alternative Options

Table 28 Environmental Assessment of Alternative Options

Receptor	Alternative Options			Assessment Outcome
	1. Maintain Status Quo	**2. Mode Change**	**3. Integrated Transport and Sustainable Travel**	
Soil	If the ETS is not implemented, vehicular travel is still expected to increase due to the projected growth of Elgin. The soil receptor will be negatively impacted as a direct result of an increase in vehicular traffic. Increases in air pollutants, run-off pollution and contamination are highly likely as a result of increased vehicular traffic levels which will negatively impact the soil receptor. Additionally, the soil receptor will also remain vulnerable to unplanned future interventions that may require land take and could affect peat areas or best quality agricultural soil.	Intervention packages within this option are restricted to streetscape, cycle and pedestrian improvements and a review of pedestrian crossings. Investing in sustainable travel options is anticipated to have little or no impact on the soil receptor due to the very limited nature of the proposed intervention packages.	If the ETS is implemented the increases in vehicular traffic, associated with projected growth, can be mitigated by enhanced sustainable and active travel options and road infrastructure improvements. An integrated package is anticipated to have a positive effect on the soil receptor by: • Reducing air and run-off pollution to the soil receptor • Reducing the potential for unplanned future transportation interventions Continued on next page.	Option 1 is discounted as it does not address the negative effects of air and run-off pollution on the soil receptor associated with increased vehicular traffic. The receptor also remains vulnerable to the negative effects of land take associated with future unplanned interventions. Option 2 would have a positive impact on the soil receptor as it contributes to a reduction in air and run-off pollution levels. However, these positive effects will be counteracted as the anticipated growth in vehicular traffic would not be fully addressed. Failing to address an increase in vehicular traffic exposes the transport system to the same risks as option 1. This option is therefore discounted. Continued on next page.

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Environmental Assessment of Alternative Options

Table 28 Environmental Assessment of Alternative Options

Receptor	Alternative Options			Assessment Outcome
	1. Maintain Status Quo	**2. Mode Change**	**3. Integrated Transport and Sustainable Travel**	
Soil	As above	As above	Continued from previous page. Note: Five interventions associated with this option will involve limited amounts of land take which is initially thought to have a severe negative impact on the soil receptor. It is anticipated that relevant mitigation would reduce the impact to minor negative. Proposed mitigation methods can be found in Table 14 page 40	Continued from previous page. The emphasis of option 3 is mode change which not only protects the environment but also provides a long-term positive impact on soil quantity and quality. <u>Overall</u>, option 3 is anticipated to reduce transport's effect on the soil receptor by reducing contamination and safeguarding soil quantity and quality from the requirement for future unplanned interventions. Enhancing sustainable and active travel options is designed to reduce car dependency and is expected to provide a net positive impact on the soil receptor.

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Environmental Assessment of Alternative Options

Table 28 Environmental Assessment of Alternative Options

Receptor	Alternative Options			Assessment Outcome
	1. Maintain Status Quo	**2. Mode Change**	**3. Integrated Transport and Sustainable Travel**	
Air (Air quality and noise)	If the ETS is not implemented, vehicular travel is still expected to increase due to the projected growth of Elgin. In this scenario it is anticipated that the air receptor would be negatively affected through time due to increased pollution from congestion, standing traffic and noise. Increases in vehicular travel, and the corresponding rise in pollutants such as nitrogen oxide, carbon dioxide and black carbon, will have a significant detrimental effect on the air receptor. Transport emissions, such as NOx, can serve as precursors to the formation of ground level ozone, which will negatively impact the air receptor. Continued on next page.	Intervention packages within this option are restricted to streetscape, cycle and pedestrian improvements and a review of pedestrian crossings. With no rise in vehicular traffic levels, investing in sustainable travel options is anticipated to have a positive impact on the air receptor (air quality) by reducing the amount of pollutants, which meets the intent of the Climate Change (Scotland) Act 2009. Continued on next page.	If the ETS is implemented the increases in vehicular traffic, associated with projected growth, can be mitigated by enhanced sustainable and active travel options and road infrastructure improvements. An integrated package is anticipated to have an overall positive effect on the air receptor by reducing pollution from congestion, standing traffic and noise and encouraging mode change to sustainable and active travel options. Introducing a balanced and structured package of interventions will minimise the potential for ad-hoc interventions that, in isolation will provide little or no positive effects to the air receptor. Continued on next page.	Option 1 is discounted due to the negative impact on the air receptor from increased motor traffic and emissions associated with growth. In addition, increased pollution from, congestion, standing traffic and noise leaves the transport system vulnerable to future unplanned interventions and may also necessitate a future requirement for Noise Management Areas. With no growth Option 2 would have a positive impact on the air receptor as it contributes to a reduction in air and noise pollution. However, as it does not fully address the anticipated growth in vehicular traffic these positive effects will be counteracted. Failing to address an increase in vehicular traffic therefore exposes the transport system to the same risks as option 1. It is therefore discounted.

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Environmental Assessment of Alternative Options

Table 28 Environmental Assessment of Alternative Options

Receptor	Alternative Options			Assessment Outcome
	1. Maintain Status Quo	**2. Mode Change**	**3. Integrated Transport and Sustainable Travel**	
Air (Air quality and noise)	Continued from previous page. Attempts to alleviate traffic issues via unstructured, ad-hoc improvement schemes could negatively impact the air receptors due to increased congestion, standing traffic, emission pollutants and noise levels. Increasing car traffic will cause a deterioration of air quality and potentially require implementation of Air Quality Management Areas. Any breaches of European Air Quality Limits could see fines being imposed on the UK. Continued on next page.	Continued from previous page. This option, and the expected positive effects, may assist in countering some of the negative effects on the air receptor (air quality). However, the positive effects could be reduced/negated due to the increase in vehicular traffic and the corresponding negative effects (increase pollutants and noise see option 1).	Continued from previous page. Enhanced sustainable and active travel options, reduced car usage and road infrastructure improvements, which are designed to reduced congestion levels, standing traffic and noise levels, will positively affect the air receptor	Continued from previous page. Option 3 is considered the most appropriate option as it places an emphasis on sustainable and active travel options and road infrastructure enhancements which together should protect the environment and have a positive impact on the air receptor. Option 3 should positively impact the air receptor by reducing air and noise pollution by increasing sustainable and active travel options and reducing the requirement for future transport enhancements.

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Environmental Assessment of Alternative Options

Table 28 Environmental Assessment of Alternative Options

Receptor	Alternative Options			Assessment Outcome
	1. Maintain Status Quo	**2. Mode Change**	**3. Integrated Transport and Sustainable Travel**	
Air (Air quality and noise)	Continued from previous page. Deteriorating air quality: • Negatively impacts human health, leading to increases in respiratory illnesses and potentially an increase in the number of premature deaths attributable to unclean air. • Negatively impacts biodiversity, potentially leading to irreversible damage and the loss of some species and their habitats • Causes irreversible damage to buildings and sites of historical and/or cultural importance.	As above	As above	As above

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Environmental Assessment of Alternative Options

Table 28 Environmental Assessment of Alternative Options

Receptor	Alternative Options			Assessment Outcome
	1. Maintain Status Quo	**2. Mode Change**	**3. Integrated Transport and Sustainable Travel**	
Water	If the ETS is not implemented, vehicular travel is still expected to increase due to the projected growth of Elgin. In this scenario it is anticipated that the water receptor would be would be negatively affected through time due to increased particulate pollution from congestion and standing traffic. Associated run-off from roads will negatively affect nearby water and hydrological regimes. A negatively impacted water receptor could potentially lead to disturbance of sensitive species and irreversible loss/damage to biodiversity, flora and fauna. Continued on next page.	Intervention packages within this option are restricted to streetscape, cycle and pedestrian improvements and a review of pedestrian crossings. Investing in sustainable travel options is anticipated to have little or no impact on the water receptor due to the very limited nature of the proposed intervention packages.	If the ETS is implemented the increases in vehicular traffic, associated with projected growth, can be mitigated by enhanced sustainable and active travel options and road infrastructure improvements. An integrated package is anticipated to have a positive effect on the water receptor by reducing pollution from congestion and standing traffic and by encouraging mode change to sustainable and active travel options by: • Reducing run-off pollution to the water receptor • Reducing the potential for future unplanned transportation interventions Continued on next page.	Option 1 is discounted as it is likely to have a long-term negative impact on the water receptor, resulting in increased run-off and pollution resulting from traffic growth. Option 2 places an emphasis on sustainable and active travel options. This would positively impact the water receptor as it contributes to a reduction in air and run-off pollution levels. However, these positive effects will be counteracted as it does not fully address the anticipated growth in vehicular traffic. Failing to address an increase in vehicular traffic exposes the transport system to the same risks as option 1. Option 2 is therefore discounted. Continued on next page.

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Environmental Assessment of Alternative Options

Table 28 Environmental Assessment of Alternative Options

Receptor	Alternative Options			Assessment Outcome
	1. Maintain Status Quo	**2. Mode Change**	**3. Integrated Transport and Sustainable Travel**	
Water	Continued from previous page. Attempts to alleviate traffic issues via unstructured, ad-hoc improvement schemes would negatively impact the water receptor due to increased congestion, standing traffic, emission pollutants and noise levels.	As above	Continued from previous page. • Reducing the potential for an increase in sealed surfaces, thereby reducing flood risk and pollution Note: Some interventions associated with this option may affect Burn of Tyock and Linkwood Burn watercourses which are initially thought to negatively impact the water receptor. It is, however, anticipated that relevant mitigation would reduce the impact to minor negative. Proposed mitigation methods can be found in individual environmental assessments found in Appendix 6.	Continued from previous page. Option 3 places an emphasis on sustainable and active travel options and limited transport infrastructure enhancements which together should protect the environment and have a positive impact on water quality. It should positively impact water quality by reducing air and run-off pollution by reducing the requirement for future transport enhancements. The latter will be achieved through improving journey time reliability and reducing car dependency and by the facilitation and promotion of sustainable transport modes.

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Environmental Assessment of Alternative Options

Table 28 Environmental Assessment of Alternative Options

Receptor	Alternative Options			Assessment Outcome
	1. Maintain Status Quo	**2. Mode Change**	**3. Integrated Transport and Sustainable Travel**	
Material Assets	If the ETS is not implemented, vehicular travel is still expected to increase due to the projected growth of Elgin. In this scenario it is anticipated that the material assets receptor would be negatively affected through time due to increased air and particulate pollution from congestion and standing traffic, causing damage to transport infrastructure and cultural heritage assets. Static active travel assets and road lengths, combined with rising car ownership, will increase pressure on the transport network causing roads to operating beyond capacity, contributing to further congestion and pollution. Continued on next page.	Intervention packages within this option are restricted to streetscape, cycle and pedestrian improvements and a review of pedestrian crossings. With no rise in vehicular traffic levels, investing in sustainable travel options is anticipated to have a positive impact on the material assets receptor by enhancing sustainable and active travel infrastructure around Elgin. Continued on next page.	If the ETS is implemented the increases in vehicular traffic, associated with projected growth, could be mitigated by enhanced sustainable and active travel options and limited transport infrastructure improvements. An integrated package is anticipated to have a positive effect on the material asset receptor by increasing active travel assets, introducing road infrastructure improvements (new road link), reducing pollution from congestion and standing traffic and encouraging mode change to sustainable and active travel options. Continued on next page.	Option 1 is discounted due to the negative effects on material assets resulting from increasing levels of pollutants and implementation of unplanned, ad-hoc interventions which could risk to damage to transport infrastructure and cultural heritage assets and possibly give rise to the potential to an increased risk of accidents and injury. Option 2 is anticipated to positively affect material assets. However, this option is also discounted as it does not fully address the anticipated growth in vehicular traffic. In failing to deal with an increase in vehicular traffic option 2 has the same potential outcomes as option 1. Continued on next page.

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Environmental Assessment of Alternative Options

Table 28 Environmental Assessment of Alternative Options

Receptor	Alternative Options			Assessment Outcome
	1. Maintain Status Quo	**2. Mode Change**	**3. Integrated Transport and Sustainable Travel**	
Material Assets	Continued from previous page. Some of Elgin's junctions are operating at or over capacity, resulting congested transport network and a corresponding increase in standing traffic and pollution and an increased risk of accidents	Continued from previous page. This option, and the expected positive effects, may assist in countering some of the negative effects on the material assets receptor. However, the positive effects would be reduced/negated due to the increase in vehicular traffic and the corresponding negative effects associated with option 1.	Continued from previous page. The positive effects associated with this are: • Increased resilience (new north-south road link) • Reduced damage to transport infrastructure and cultural heritage • Reducing the potential for future unplanned transport interventions	Continued from previous page. Option 3 reduces the requirement for future unplanned interventions and places an emphasis on sustainability, the environment and accessibility. Enhancing sustainable and active travel options and the road infrastructure improvements are expected to reduce car dependency and improve journey time reliability, which is expected to provide a long term positive impact on the material asset receptor.

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Environmental Assessment of Alternative Options

Table 28 Environmental Assessment of Alternative Options

Receptor	Alternative Options			Assessment Outcome
	1. Maintain Status Quo	**2. Mode Change**	**3. Integrated Transport and Sustainable Travel**	
Population	If the ETS is not implemented, vehicular travel is still expected to increase due to the projected growth of Elgin. In this scenario it is anticipated that the population receptor would be negatively affected through time due to increased air and particulate pollution from congestion and standing traffic and increased pressure on the transport system. Increased population growth associated with the development of allocated sites within the MLDP2015 is anticipated to result in additional pressure on the transport system driven by the need for more people to travel. Continued on next page.	Intervention packages within this option are restricted to streetscape, cycle and pedestrian improvements and a review of pedestrian crossings. With no rise in vehicular traffic levels, investing in sustainable travel options is anticipated to have a positive impact on the population receptor by enhancing sustainable and active travel infrastructure around Elgin. Continued on next page.	If the ETS is implemented the increases in vehicular traffic, associated with projected growth, can be mitigated by enhanced sustainable and active travel options and road infrastructure improvements. An integrated package is anticipated to have a positive effect on the population receptor by increasing active travel assets, sustainable transport options, introducing limited transport infrastructure improvements (new road link), reducing pollution from congestion and standing traffic and encouraging mode change to sustainable and active travel options. Continued on next page.	Option 1 would result in a growing demand for transport, which would outstrip supply, leading to congestion and overcrowding on public transport as the population grows. In addition, if sustainable and active travel improvements are not implemented, it is likely this group of users could move to road transport, leading to increased congestion and pollution and give rise to the potential for an increased risk of accidents/injury. Option 1 is therefore rejected. Option 2 is anticipated to positively affect the population. However this option is also discounted as it does not fully address the anticipated growth in vehicular traffic. Continued on next page.

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Environmental Assessment of Alternative Options

Table 28 Environmental Assessment of Alternative Options

Receptor	Alternative Options			Assessment Outcome
	1. Maintain Status Quo	**2. Mode Change**	**3. Integrated Transport and Sustainable Travel**	
Population	Continued from previous page. Some of Elgin's junctions are operating at or over capacity, resulting congested transport network and a corresponding increase in standing traffic and pollution and an increased risk of accidents An increased elderly population would be negatively affected due to limited sustainable and active travel options, as will younger people and those who have no access to cars, or are unable to drive. A congested transport system could negatively affect the economy of Elgin, thereby, reducing opportunities for employment and reduce social mobility.	Continued from previous page. This option, and the expected positive effects, may assist in countering some of the negative effects on the population receptor. However, the positive effects would be reduced/negated due to the increase in vehicular traffic and the corresponding negative effects associated with option 1.	Continued from previous page. The positive effects associated with this are: • Increased resilience of the transport network (new north-south road link • Reduced risk to the economy • Increased employment opportunities • Increased travel options for the elderly, young people and those who cannot drive or have no access to a car • Increased opportunities for social inclusion	Continued from previous page. In failing to deal with an increase in vehicular traffic, option 2 has the same outcomes as option 1. Option 3 reduces the requirement for unplanned ad-hoc interventions and places the emphasis on sustainability, accessibility and the environment. Improved journey time reliability would support the economy. Access to employment would be improved and there would be increased travel options for those who cannot drive or do not have access to a car.

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Environmental Assessment of Alternative Options

Table 28 Environmental Assessment of Alternative Options

Receptor	Alternative Options			Assessment Outcome
	1. Maintain Status Quo	**2. Mode Change**	**3. Integrated Transport and Sustainable Travel**	
Human Health	If the ETS is not implemented, vehicular travel is still expected to increase due to the projected growth of Elgin. In this scenario it is anticipated that the human health receptor would be negatively affected through time due to increased air and particulate pollution from congestion and standing traffic and increased pressure on the transport system. Increasing traffic levels could lead to significantly increased noise levels which may necessitate the introduction of Noise Management Areas Continued on next page.	Intervention packages within this option are restricted to streetscape, cycle and pedestrian improvements and a review of pedestrian crossings. With no rise in vehicular traffic levels, investing in sustainable travel options is anticipated to have a positive impact on the human health receptor by enhancing sustainable and active travel infrastructure around Elgin. Encouraging a switch to healthy and active modes of transport, such as walking and cycling, improves human health and prevents conditions, such as obesity and other complaints arising from inactivity. Continued on next page.	If the ETS is implemented the increases in vehicular traffic, associated with projected growth, can be mitigated by enhanced sustainable and active travel options and limited transport infrastructure improvements. An integrated package is anticipated to have a positive effect on the human health receptor by increasing active travel assets, sustainable transport options and road infrastructure improvements (new road link), leading to an overall reduction in pollution from congestion and standing traffic and a mode change to sustainable and active travel options. There will however be some localised impact on human health around the proposed new road link. Continued on next page.	Option 1 would result in a growing demand for transport, which would outstrip supply, as demand for travel grows, leading to increased congestion and pollution (including noise). Option 1 is therefore rejected. Option 2 is anticipated to positively affect the population. However this option is also discounted as it does not fully address the anticipated growth in vehicular traffic. In failing to deal with an increase in vehicular traffic, option 2 has the same outcomes as option 1. Continued on next page.

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Environmental Assessment of Alternative Options

Table 28 Environmental Assessment of Alternative Options

Receptor	Alternative Options			Assessment Outcome
	1. Maintain Status Quo	**2. Mode Change**	**3. Integrated Transport and Sustainable Travel**	
Human Health	Continued from previous page. Human health will continue to, and be increasing affected by, respiratory conditions resulting from increasing pollution and poor air quality. Emissions from transport, such as NOx and black carbon, a particulate pollutant, can serve as precursors to the formation of ground level ozone, which has a negative impact on human health. Limited sustainable and active travel options will negatively affect human health by limited opportunities for more people to adopt healthier lifestyles and thereby prolong life expectancy. Continued on next page.	Continued from previous page. Human health will be positively affected by affected by, reduced pollution and better air quality which should reduce the effects of respiratory conditions. This option, and the expected positive effects, may assist in countering some of the negative effects on the human health receptor. However, the positive effects could be reduced/negated due to the increase in vehicular traffic and the corresponding negative effects associated with option 1.	Continued from previous page. The positive effects associated with this are: • Reduced pollution and better air quality could increase life expectancy and reduce the number/effects of respiratory conditions such as asthma • Reduce the effects of noise pollution and associated mental health conditions resulting from stress and sleep disturbance • Reduce the effects of localised road traffic noise affects and the potential requirement for Noise Management Areas Continued on next page.	Continued from previous page. Option 3 reduces the requirement for unplanned ad-hoc interventions and places the emphasis on sustainability, accessibility and the environment. There would be an overall reduction in pollution. Encouraging a change to active travel would improve human health, and increased travel options would provide opportunities for social inclusion.

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Environmental Assessment of Alternative Options

Table 28 Environmental Assessment of Alternative Options

Receptor	Alternative Options			Assessment Outcome
	1. Maintain Status Quo	**2. Mode Change**	**3. Integrated Transport and Sustainable Travel**	
Human Health	Continued from previous page. Increased pressure from rising levels of congestion and standing traffic, and a corresponding rise in noise pollution, will negatively impact health, primarily in terms of stress and sleep disturbance, which could potentially lead to mental health conditions. An increased elderly population could be negatively affected due to limited sustainable and active travel options, as will younger people and those who have no access to cars, or are unable to drive leading to social exclusion Continued on next page.	As above	Continued from previous page • Encouraging a switch to healthy and active modes of transport, such as walking and cycling, will improve human health and prevents conditions, such as obesity and other complaints arising from inactivity. • Reduced risk to the economy which increases employment opportunities which positively affects human health • Increased travel options for the elderly, young people and those who cannot drive or have no access to a car provides opportunities for social inclusion	As above

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Environmental Assessment of Alternative Options

Table 28 Environmental Assessment of Alternative Options

Receptor	Alternative Options			Assessment Outcome
	1. Maintain Status Quo	**2. Mode Change**	**3. Integrated Transport and Sustainable Travel**	
Human Health	Continued from previous page. Human Health remains vulnerable to future unplanned interventions that may require land take for new transport infrastructure to address increasing levels of road traffic which could require the loss of areas of open space, or the severing of access to these areas. This negatively impacts human health as it reduces opportunities for physical activity and the corresponding positive mental health effects of physical activity.	As above	As above	As above

Appendix 7
Environmental Assessment of New Road Link Options

Appendix 7

Environmental Assessment of New Road Link Options

Option: Ashgrove Road/Linkwood Road – Maisondieu Road New Road Link

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I1B Ashgrove Road / Linkwood Road to Maisondieu Road - New north-south rail bridge	x	x	?	x	xx	x	x	+	+	?	+	x	PP2 E3 E5 BE2 BE3 EP5 EP6 EP7 EP8 EP9 EP12 ER6 T1 T2 T4 T7	• Proposal to introduce a new north-south rail bridge with traffic signal junctions is likely to have adverse environmental impacts in the local area of Ashgrove Road and Maisondieu Road. • At a local level there will be increased traffic flows in the immediate area of Maisondieu Road and Ashgrove Road. However, the proposal would improve vehicular traffic flow and reduce overall journey times around Elgin. • Overall, the intervention is anticipated to have a positive environmental effect on Elgin and may contribute to a reduction in emissions and could, therefore, have a positive impact on air quality and contribute to national emission reduction targets. However, it will require more detailed assessment to quantify any potential positive or negative impacts in terms of air quality and the noise environment for this road link. • Provides a positive impact on material assets due to the utilisation of an existing brownfield. • Utilisation of a brownfield site is anticipated to minimise the negative impact on biodiversity, flora and fauna. Continued on next page.

Appendix 7

Environmental Assessment of New Road Link Options

Option: Ashgrove Road/Linkwood Road – Maisondieu Road New Road Link

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I1B Ashgrove Road / Linkwood Road to Maisondieu Road - New north-south rail bridge	x	x	?	x	xx	x	x	+	+	?	+	x	PP2 E3 E5 BE2 BE3 EP5 EP6 EP7 EP8 EP9 EP12 ER6 T1 T2 T4 T7	Continued from previous page. • Intervention is close to the Burn of Tyock watercourse. Mitigation measures are detailed on the following page. • Proposal is adjacent to a conservation area. It is also acknowledged that there will be an impact on the setting of historic railway infrastructure including the railway engine shed which is a Category B Listed Building (LB 30826). • Intervention may adversely affect BGS identified peat area. Detailed mitigation measures can be found in Section 14, Table 18, page 65. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for residents of Elgin. • Adverse impact on population of nearby occupied properties at this stage is not anticipated but cannot be ruled out. • This proposal will require a detailed environmental assessment at a project level. Continued on next page.

Appendix 7

Environmental Assessment of New Road Link Options

Option: Ashgrove Road/Linkwood Road – Maisondieu Road New Road Link

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I1B Ashgrove Road / Linkwood Road to Maisondieu Road - New north-south rail bridge	x	x	?	x	xx	x	x	+	+	?	+	x	PP2 E3 E5 BE2 BE3 EP5 EP6 EP7 EP8 EP9 EP12 ER6 T1 T2 T4 T7	Continued from previous page. • Due to the negative effects associated with this intervention, mitigation will be provided via a detailed assessment at project level. Information from the assessment(s) will be used to inform the design and construction phases. • The detailed design stage will include a requirement to ensure that the site and setting of the designated listed building (railway engine shed) is taken into account in the design of the proposed link road and bridge. • Changes to the existing road would be designed to ensure no detriment, or improvement to, existing surface water management. • Construction will follow all relevant guidelines and best practice procedures. • Buffers, if required, will be used to protect the Burn of Tyock watercourse. • Relevant Legislation and SEPA guidance will be used to manage peat spoil if identified • Final phase will include the reinstatement of any habitat areas damaged during the construction phase.

Summary of Effects

Negative (in localised area of Ashgrove Road – Maisondieu Road) - Requires further detailed assessment at project level.

Overall – Positive (Wider area of Elgin)

Short / medium / Long-term: **Long term**

Permanent /Temporary: **Permanent**

Appendix 7

Environmental Assessment of New Road Link Options

Option: Edgar Road - Wittet Drive New Road Link

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I1H Edgar Road to Wittet Drive - New north-south road link and rail bridge	x	x	?	x	xx	x	x	+	+	0	x	x	PP2 E3 E5 BE2 BE3 EP5 EP6 EP7 EP8 EP9 EP12 ER6 T1 T2 T7	• Proposal to introduce a new north-south road link including a rail bridge is likely to have adverse environmental impacts in the local area of Edgar Road and Wittet Drive. • At a local level there will be increased traffic flows in the immediate area of Edgar Road and Wittet Drive. However, the proposal would improve vehicular traffic flow and reduce overall journey times around Elgin. • Intervention would require demolition of residential properties (owned by Moray Council and currently unoccupied) and garden ground. • Overall, the intervention is anticipated to have a positive environmental effect on Elgin and would contribute to a reduction in emissions and could, therefore, have a positive impact on air quality and contribute to national emission reduction targets. However, further detailed assessment to quantify potential positive or negative impacts in terms of air quality and the noise environment for this road link would be required (update of previous assessments). Continued on next page.

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Environmental Assessment of New Road Link Options

Option: Edgar Road - Wittet Drive New Road Link

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I1H Edgar Road to Wittet Drive - New north-south road link and rail bridge	x	x	?	x	xx	x	x	+	+	0	x	x	PP2 E3 E5 BE2 BE3 EP5 EP6 EP7 EP8 EP9 EP12 ER6 T1 T2 T7	Continued from previous page. • Intervention is close to The Wards Wildlife site (locally designated non-statutory wildlife site), which negatively impacts biodiversity, flora and fauna. • Intervention could lead to fragmentation of habitats, disturbance of sensitive species and lead to the irreversible loss/damage to biodiversity, flora and fauna. • Previous environmental survey for this proposal confirmed the presence of the following European Protected Species; Badgers, Bats, Otters, Red Squirrel, Atlantic Salmon, Carrion Crow, Buzzard, Snipe and Kestrel. • Bridge and link road requires development on greenfield land. • Intervention is close to unnamed watercourse near the Wards Wildlife site. Mitigation measures are detailed on the following page. Continued on next page.

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Environmental Assessment of New Road Link Options

Option: Edgar Road - Wittet Drive New Road Link

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I1H Edgar Road to Wittet Drive - New north-south road link and rail bridge	x	x	?	x	xx	x	x	+	+	0	x	x	PP2 E3 E5 BE2 BE3 EP5 EP6 EP7 EP8 EP9 EP12 ER6 T1 T2 T7	Continued from previous page. • Intervention may adversely affect BGS identified peat area. Detailed mitigation measures can be found in Section 14, Table 18, page 65. Potential to negatively impact unknown cultural heritage sites. • There would be a minor adverse impact on the existing core path network. • The detailed design stage for this link road would need to ensure that the site and setting of the designated Class B Listed Building (31 Wittet Drive) is taken into account in terms of increased vehicle movements. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for residents of Elgin. However there may be some local impact on human health through the loss of garden ground/access to greenspace. • Proposed changes relative to this proposal will require a detailed environmental assessment at a project level (update of previous assessments). Continued on next page.

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Environmental Assessment of New Road Link Options

Option: Edgar Road - Wittet Drive New Road Link

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I1H Edgar Road to Wittet Drive - New north-south road link and rail bridge	x	x	?	x	xx	x	x	+	+	0	x	x	PP2 E3 E5 BE2 BE3 EP5 EP6 EP7 EP8 EP9 EP12 ER6 T1 T2 T7	Continued from previous page. • Due to the negative effects associated with this intervention, mitigation will be provided via a detailed assessment at project level, which would take the form of an update to previous Environmental Impact Assessment. Information from the assessment will be used to inform the design and construction phases. • Construction will follow all relevant guidelines and best practice procedures. • Buffers, if required, will be used to protect the Burn of Tyock watercourse and unnamed watercourse. • Relevant Legislation and SEPA guidance will be used to manage peat spoil if identified. • Final phase will include the reinstatement of any habitat areas damaged during the construction phase.

Summary of Effects

Negative (in localised area of Wittet Drive – Fairfield Avenue – Edgar Road) - Requires further detailed assessment at project level.

Overall – Positive (Wider area of Elgin)

Short / medium / Long-term: **Long term**

Permanent /Temporary: **Permanent**

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

The effects of the draft ETS, and all draft ETS proposals, on individual SEA receptors has been assessed to determine the anticipated impact on that receptor.

The assessment score, which identifies the anticipated environmental effects of the draft ETS / ETS proposals, has been inserted into each assessment matrix, to identify whether effects will be:

- Significantly Positive ++
- Positive +
- Neutral / No Significant Effects 0
- Unknown ?
- Negative x
- Significantly Negative xx

The score within the Environmental Impact column provides an overall assessment of the anticipated environmental impact associated with the draft ETS and draft ETS proposals without safeguarding / mitigation measures.

Safeguarding and mitigation is afforded to draft ETS proposals requiring planning permission through the application of policies in the MLDP2015. Therefore, where planning permission is applicable the relevant safeguarding / mitigation policies have been identified in the assessment matrix.

For draft ETS proposals that do not require planning permission and where there is likely to be a negative environmental effect, the Council has identified alternative mitigation measures.

Additional comments included within each assessment matrix provide further details of the anticipated effects of the draft ETS / proposals.

Finally, a summary of effects is provided at the foot of each assessment. Again the summary of effects provides an overall assessment of the significance and magnitude of the effects without the application of safeguarding / mitigation measures. The summary further identifies if these effects will be short, medium or long term; temporary or permanent and whether there is likely to be any cumulative or effects.

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Assessment of Elgin Transport Strategy

Reference Document	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Elgin Transport Strategy	x	0	x	+	x	+	x	+	+	++	++	++	PP1 PP2 E1 E2 E3 E4 E5 BE1 BE2 BE3 EP5 EP6 EP7 EP8 EP9 EP11 EP12 ER6 T1 T2 T4 T6 T7 IMP1	• Overall the strategy is expected to have a positive environmental impact. However, there are adverse environmental impacts associated with the proposals to introduce a new north-south rail bridge, park and change sites and with the proposals to replace Edgar Road and Laichmoray roundabouts with signalised junctions during the construction phase. • The strategy is expected to have a minor adverse impact on biodiversity, flora and fauna due to the proximity of interventions in relation to Loch Spynie, the Burn of Tyock and Linkwood Burn watercourses and possible underlying areas of peat/carbon rich soil. However, it is considered that the introduction of a comprehensive and structured package of interventions will mitigate against the effects of increased vehicular traffic, minimise the likelihood for the fragmentation of habitats, disturbance of sensitive species and prevent irreversible loss/damage to biodiversity, flora and fauna. Continued on next page.

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Assessment of Elgin Transport Strategy

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Elgin Transport Strategy	x	0	x	+	x	+	x	+	+	++	++	++	PP1 PP2 E1 E2 E3 E4 E5 BE1 BE2 BE3 EP5 EP6 EP7 EP8 EP9 EP11 EP12 ER6 T1 T2 T4 T6 T7 IMP1	Continued from previous page. • The strategy, which consists of a wide ranging package of interventions, should protect the landscape and cultural heritage of Elgin from the requirement for future unplanned interventions. • The strategy is designed to encourage modal shift and travel choice in Elgin through sustainable transport options. • The strategy is likely to contribute to an overall reduction in emissions through the use of sustainable transport options and would, therefore, have a positive impact on air quality, contributing to national emission reduction targets. • The strategy will enhance active and sustainable travel options and positively impact air quality, human health, population and material assets. Continued on next page.

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Assessment of Elgin Transport Strategy

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Elgin Transport Strategy	x	0	x	+	x	+	x	+	+	++	++	++	PP1 PP2 E1 E2 E3 E4 E5 BE1 BE2 BE3 EP5 EP6 EP7 EP8 EP9 EP11 EP12 ER6 T1 T2 T4 T6 T7 IMP1	Continued from previous page. • The strategy makes provision for non-motorised users which will positively impact on the health and quality of life for residents of Elgin. • Mitigation of the negative effects of the draft ETS on SEA receptors will be provided through the listed safeguarding policies and monitoring. • See individual proposals for further mitigation information.

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Assessment of Elgin Transport Strategy

Elgin Transport Strategy

Summary of Effects
Positive
Short / medium / Long-term: **Long term**
Permanent /Temporary: **Permanent**

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Active Travel and Streetscape

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I4B Ashgrove Road - New cycle / pedestrian north-south rail bridge to complement new road link (see ref: I1B Pages 214 – 217)	0	0	0	+	x	+	0	+	0	++	+	+	PP2 E2 E3 E5 BE2 BE3 EP5 EP6 EP7 EP8 EP9 EP11 EP12 ER6 T1 T2 T7	Note: This proposal is for the provision of an active travel route only. • Minor adverse environmental impacts are anticipated with this proposal during the construction phase. • Proposal may be in a peat area. However, the area is already developed. • Proposal is close to a conservation area. Therefore, any proposed changes are likely to require an assessment at project level. • Proposal is intended to encourage modal shift and travel choice in Elgin through sustainable transport options. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and will, therefore, have a positive impact on air quality and contribute to national emission reduction targets. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for residents of Elgin.

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Active Travel and Streetscape

Ref: I4B Ashgrove Road - New cycle / pedestrian north-south rail bridge to complement new road link

Summary of Effects
Positive
Short / medium / Long-term: **Long term**
Permanent /Temporary: **Permanent**

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Active Travel and Streetscape

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I4C Mayne Farm / Fleurs Road - New cycle / pedestrian north-south rail bridge (Development specific option)	x	0	0	+	0	+	0	+	0	++	+	0	PP2 E2 E3 E4 E5 E7 EP7 EP8 EP9 EP12 T1 T2 T7	• There is a potential for a minor adverse effect due to proximity of area of woodland protected by Tree Preservation Order. • Proposal could encourage modal shift and to walking and cycling through the provision of infrastructure. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and will, therefore, have a positive impact on air quality and contribute to national emission reduction targets. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for residents of Elgin.

Summary of Effects
None anticipated – subject to avoidance of woodland
Short / medium / Long-term: **Not applicable**
Permanent /Temporary: **Not applicable**

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Active Travel and Streetscape

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I4F Station Road - Cycle Lanes	0	0	0	+	0	+	0	0	0	++	+	0	N/A	• No adverse environmental impacts are anticipated with the introduction of new cycle lanes. • Proposal would provide a safe travel route for cyclists and improve road safety. • Proposal could encourage modal shift to cycling through the provision of infrastructure. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and will, therefore, have a positive impact on air quality and contribute to national emission reduction targets. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for residents of Elgin. • This proposal requires no mitigation.

Summary of Effects

None anticipated

Short / medium / Long-term: **Not applicable**

Permanent /Temporary: **Not applicable**

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Active Travel and Streetscape

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
I4H Linkwood Road - Cycle Lanes	0	0	0	+	0	+	0	0	0	++	+	0	N/A	• No adverse environmental impacts are anticipated with the introduction of new cycle lanes. • Proposal would provide a safe travel route for cyclists and improve road safety. • Proposal could encourage modal shift to cycling through the provision of infrastructure. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and will, therefore, have a positive impact on air quality and contribute to national emission reduction targets. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for residents of Elgin. • This proposal requires no mitigation.

Summary of Effects

None anticipated

Short / medium / Long-term: **Not applicable**

Permanent /Temporary: **Not applicable**

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Active Travel and Streetscape

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I4I Elgin Active Travel Routes - Cycle Parking	0	0	?	+	0	+	0	+	0	++	+	0	PP2 E4 E5 BE1 BE2 BE3 EP9 T7	• Proposal to incorporate new cycle parking is unlikely to have adverse environmental impacts. • Proposals are located within / on the boundary of a conservation area. Therefore, any interventions relative to streetscape changes are likely to require an assessment at project level. • Historic Environment Scotland would be contacted for further advice. Where avoidance is not possible, the detailed design stage will consider setting. New cycle parking would be sensitively sited where possible to ensure features complement and integrate with the landscape. Further mitigation of negative effects would be provided by appropriate screening, such as vegetation and trees. • Proposal could encourage modal shift to cycling through the provision of infrastructure. Continued on next page

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Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Active Travel and Streetscape

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I4I Elgin Active Travel Routes - Cycle Parking	0	0	?	+	0	+	0	+	0	++	+	0	PP2 E4 E5 BE1 BE2 BE3 EP9 T7	Continued from previous page. • Proposal is likely to contribute to a reduction in emissions and will, therefore, have a positive impact on air quality and contribute to national emission reduction targets. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for residents of Elgin.

Summary of Effects

None anticipated

Short / medium / Long-term: **Not applicable**

Permanent /Temporary: **Not applicable**

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Active Travel and Streetscape

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I4K Pinefield to East End Primary School - Active Travel route	0	0	0	+	0	+	0	+	0	++	+	0	PP2 E3 E4 E5 BE2 BE3 EP8 EP9 EP12 T2 T7	• The introduction of an active travel route is unlikely to have any adverse environmental impacts. • Proposal is located on the boundary of a conservation area. Therefore, any streetscape changes are likely to require an assessment at project level. • Proposal would improve road safety. • The introduction of a safe route is likely to encourage children, and accompanying parents, to walk to school and also promote enjoyment of outdoor activity. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for residents of Elgin. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and will, therefore, have a positive impact on air quality and contribute to national emission reduction targets. • This proposal requires no mitigation.

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Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Active Travel and Streetscape

Ref: I4K Pinefield to East End Primary School - Active Travel route

Summary of Effects
None anticipated
Short / medium / Long-term: **Not applicable**
Permanent /Temporary: **Not applicable**

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Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Active Travel and Streetscape

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
I4M A941 / Lesmurdie Road – Improve pedestrian / cycling provision and crossing	0	0	0	+	0	+	0	0	0	++	+	0	N/A	• No adverse environmental impacts are anticipated with the re-design / introduction of pedestrian/cycle crossings. • Proposal is designed to improve pedestrian/cycle safety and improve road safety. • Proposal could encourage modal shift to walking and cycling through the provision of infrastructure. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and would have a positive impact on air quality and contribute to national emission reduction targets. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for residents of Elgin. • Any changes to the existing road would be designed to ensure no detriment of, or improvement to, existing surface water management.

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Active Travel and Streetscape

I4M A941 / Lesmurdie Road – Improve pedestrian / cycling provision and crossing

Summary of Effects
None anticipated
Short / medium / Long-term: **Not applicable**
Permanent /Temporary: **Not applicable**

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Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Active Travel and Streetscape

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: M1A Edgar Road - Review and re-design/add pedestrian crossings	0	0	0	+	0	+	0	0	0	++	+	0	N/A	• No adverse environmental impacts are anticipated with the re-design / introduction of pedestrian crossings. • Proposal is designed to improve pedestrian safety and improve road safety. • Proposal could encourage modal shift to walking through the provision of infrastructure. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and would have a positive impact on air quality and contribute to national emission reduction targets. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for residents of Elgin. • Any changes to the existing road would be designed to ensure no detriment of, or improvement to, existing surface water management.

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Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Active Travel and Streetscape

Ref: M1A Edgar Road - Review and re-design/add pedestrian crossings

Summary of Effects
None anticipated
Short / medium / Long-term: **Not applicable**
Permanent /Temporary: **Not applicable**

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Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Active Travel and Streetscape

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: M1B Station Road / Maisondieu Road - Review and re-design / add pedestrian crossings	0	0	0	+	0	+	0	0	0	++	+	0	N/A	• No adverse environmental impacts are anticipated with the re-design / introduction of pedestrian crossings. • Proposal is designed to improve pedestrian safety and improve road safety. • Proposal could encourage modal shift to walking through the provision of infrastructure. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and would have a positive impact on air quality and contribute to national emission reduction targets. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for residents of Elgin. • Any changes to the existing road would be designed to ensure no detriment of, or improvement to, existing surface water management.

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Active Travel and Streetscape

Ref: M1B Station Road / Maisondieu Road - Review and re-design / add pedestrian crossings

Summary of Effects
None anticipated
Short / medium / Long-term: **Not applicable**
Permanent /Temporary: **Not applicable**

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Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Active Travel and Streetscape

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: M1C A96 in Elgin - Review and re-design/add pedestrian crossings	0	0	0	+	0	+	0	0	0	++	+	0	N/A	• No adverse environmental impacts are anticipated with the re-design / introduction of pedestrian crossings. • Proposal is located on the boundary of a conservation area. Any interventions relative to streetscape changes are likely to require an assessment at project level. • Proposal is designed to improve pedestrian safety and improve road safety. • Proposal could encourage modal shift to walking through the provision of infrastructure. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and would have a positive impact on air quality and contribute to national emission reduction targets. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for residents of Elgin. • Any changes to the existing road would be designed to ensure no detriment of, or improvement to, existing surface water management.

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Active Travel and Streetscape

Ref: M1C A96 in Elgin - Review and re-design/add pedestrian crossings

Summary of Effects
None anticipated
Short / medium / Long-term: **Not applicable**
Permanent /Temporary: **Not applicable**

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Active Travel and Streetscape

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: M1D Thornhill Road - Review and re-design / add pedestrian crossings	0	0	0	+	0	+	0	0	0	++	+	0	N/A	• No adverse environmental impacts are anticipated with the introduction of pedestrian crossings. • Proposal is designed to improve pedestrian safety and improve road safety. • Proposal could encourage modal shift to walking through the provision of infrastructure. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and will, therefore, have a positive impact on air quality and contribute to national emission reduction targets. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for residents of Elgin. • Any changes to the existing road would be designed to ensure no detriment of, or improvement to, existing surface water management.

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Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Active Travel and Streetscape

Ref: M1D Thornhill Road - Review and re-design / add pedestrian crossings

Summary of Effects
None anticipated
Short / medium / Long-term: **Not applicable**
Permanent /Temporary: **Not applicable**

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Active Travel and Streetscape

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I2A Moss Street - one-way (Northbound) widen footways provide cycle lanes	0	0	0	+	0	+	0	+	0	++	+	0	PP2 BE2 BE3 EP5 T7	• No adverse environmental impacts are anticipated with the introduction of this proposal. • Proposal is located within a conservation area and adjacent to listed buildings. Therefore, any interventions relative to streetscape changes are likely to require an assessment at project level. • Proposal would provide a safe travel route for pedestrians and cyclists, and improve road safety. • Proposal could encourage modal shift to walking and cycling through the provision of infrastructure. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and would have a positive impact on air quality and contribute to national emission reduction targets. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for residents of Elgin. Continued on next page.

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Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Active Travel and Streetscape

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I2A Moss Street - one-way (Northbound) widen footways provide cycle lanes	0	0	0	+	0	+	0	+	0	++	+	0	PP2 BE2 BE3 EP5 T7	Continued from previous page. • Any changes to the existing road would be designed to ensure no detriment of, or improvement to, existing surface water management.

Summary of Effects

None anticipated

Short / medium / Long-term: **Not applicable**

Permanent /Temporary: **Not applicable**

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Active Travel and Streetscape

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I2E South Street - Pedestrianise between Commerce Street and Batchen Street	0	0	0	+	0	+	0	+	0	++	+	0	PP2 BE2 BE3 EP5 T7	• No adverse environmental impacts are anticipated with the pedestrianisation of South Street. • Proposal is located within a conservation area, and adjacent to listed buildings. Therefore, any interventions relative to pedestrianisation are likely to require an assessment at project level. • Proposal would provide a safe environment for pedestrians and to improve pedestrian safety. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for residents of Elgin. • Proposal could encourage modal shift to walking and cycling through the provision of infrastructure. • Proposal is likely to contribute to a reduction in emissions and will, therefore, have a positive impact on air quality and contribute to national emission reduction targets. Continued on next page.

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Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Active Travel and Streetscape

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I2E South Street - Pedestrianise between Commerce Street and Batchen Street	0	0	0	+	0	+	0	+	0	++	+	0	PP2 BE2 BE3 EP5 T7	Continued from previous page. • Any changes to the existing road would be designed to ensure no detriment of, or improvement to, existing surface water management.

Summary of Effects

None anticipated

Short / medium / Long-term: **Not applicable**

Permanent /Temporary: **Not applicable**

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Active Travel and Streetscape

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I2Fa A96 Northfield Terrace to Pansport Rbt - partial streetscape treatment (remove barriers to pedestrian movements)	0	0	0	+	0	+	0	0	0	++	+	0	PP2 E4 E5 BE2 BE3 EP5 T7	• No adverse environmental impacts are anticipated with the proposed streetscape changes. • Proposal is located on the boundary of a conservation area and adjacent to a listed building. Therefore, any interventions relative to streetscape changes are likely to require an assessment at project level. • Proposal would provide safe travel routes for pedestrians and cyclists, and improve road safety. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for residents of Elgin. • Proposal could encourage modal shift to walking through the provision of infrastructure and removal of barriers. Continued on next page.

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Active Travel and Streetscape

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I2Fa A96 Northfield Terrace to Pansport Rbt - partial streetscape treatment (remove barriers to pedestrian movements)	0	0	0	+	0	+	0	0	0	++	+	0	PP2 E4 E5 BE2 BE3 EP5 T7	Continued from previous page. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and would have a positive impact on air quality and contribute to national emission reduction targets. • This proposal requires no mitigation.

Summary of Effects

None anticipated

Short / medium / Long-term: **Not applicable**

Permanent /Temporary: **Not applicable**

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Active Travel and Streetscape

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I2J Elgin Schools - review measures to reduce vehicle movements	0	0	0	+	0	+	0	0	0	++	+	0	E4 E5 BE2 BE3 EP5 T2 T7	• Measures to reduce vehicle movements are unlikely to have any adverse environmental impacts. • One of the schools is located on the boundary of a conservation area and adjacent to listed buildings. Therefore, any interventions relative to streetscape changes are likely to require an assessment at project level. • Proposal would provide a safe travel route for pedestrians and cyclists, and improve road safety. • The introduction of a safe route is likely to encourage children, and accompanying parents, to walk to school and also promote enjoyment of outdoor activity. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for residents of Elgin. • Proposal could encourage modal shift to walking and cycling through the provision of infrastructure. Continued on next page.

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Active Travel and Streetscape

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I2J Elgin Schools - review measures to reduce vehicle movements	0	0	0	+	0	+	0	0	0	++	+	0	E4 E5 BE2 BE3 EP5 T2 T7	Continued from previous page. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and would have a positive impact on air quality and contribute to national emission reduction targets. • This proposal requires no mitigation.

Summary of Effects

None anticipated

Short / medium / Long-term: **Not applicable**

Permanent /Temporary: **Not applicable**

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Junction Improvements

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I3A New Elgin Road - replace Edgar Road and Laichmoray roundabouts with Traffic Signals	0	x	0	+	x	+	x	0	0	++	0	x	PP2 E5 BE2 BE3 EP5 EP8 ER6 T1 T7	• Proposal to replace roundabouts with traffic signals may have minor adverse environmental impacts. • One of the roundabouts is located on the boundary of a conservation area and adjacent to listed buildings. Therefore, any interventions relative to streetscape changes are likely to require an assessment at project level. • Proposal requires land take which will have a minor negative impact on greenspace. • Proposal may be in a peat area, however, the area is already developed. • Proposal will require surface water management. • Proposal includes pedestrian crossings and is designed to improve pedestrian safety and improve road safety. • Proposal is designed to improve vehicular traffic flow and should have a positive impact on levels of congestion and reduce journey times. Continued on next page

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Junction Improvements

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I3A New Elgin Road - replace Edgar Road and Laichmoray roundabouts with Traffic Signals	0	x	0	+	x	+	x	0	0	++	0	x	PP2 E5 BE3 EP5 EP8 ER6 T1 T7	Continued from previous page. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and will, therefore, have a positive impact on air quality and contribute to national emission reduction targets. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for residents of Elgin. • Proposed changes relative to junction rationalisation are likely to require an assessment at project level. • Due to the limited negative effects, mitigation will be provided via a detailed assessment at project level which will inform the design and construction phases. • Construction will follow all relevant guidelines and best practice procedures. • Final phase will include the reinstatement of any habitat areas damaged during the construction phase. • Any changes to the existing road would be designed to ensure no detriment of, or improvement to, existing surface water management.

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Junction Improvements

Ref: I3A New Elgin Road - replace Edgar Road and Laichmoray roundabouts with Traffic Signals

Summary of Effects
Negative – May require further detailed assessment at project level.
Short / medium / Long-term: **Long term**
Permanent /Temporary: **Permanent**

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Junction Improvements

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I3B A96 Northfield Terrace to North Street - replace roundabouts with Traffic Signals	0	0	0	+	0	+	0	0	0	++	0	0	PP2 E5 BE2 BE3 EP5 EP8 EP12 T1 T7	• Proposal to replace roundabouts with traffic signals is unlikely to have any adverse environmental impacts. • Proposal is located on the boundary of a conservation area and with nearby listed buildings. Therefore, any interventions relative to streetscape changes are likely to require an assessment at project level. • Proposal includes pedestrian crossings and would improve pedestrian safety and improve road safety. • Proposal is to improve vehicular traffic flow and should have a positive impact on levels of congestion and reduce overall journey times. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and would have a positive impact on air quality and contribute to national emission reduction targets. • Through the provision for non-motorised users (pedestrian crossings at signals) this proposal positively impacts on health and quality of life for residents of Elgin. Continued on next page.

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Junction Improvements

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I3B A96 Northfield Terrace to North Street - replace roundabouts with Traffic Signals	0	0	0	+	0	+	0	0	0	++	0	0	PP2 E5 BE2 BE3 EP5 EP8 EP12 T1 T7	Continued from previous page. • Any changes to the existing road would be designed to ensure no detriment of, or improvement to, existing surface water management.

Summary of Effects

None anticipated

Short / medium / Long-term: **Not applicable**

Permanent /Temporary: **Not applicable**

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Junction Improvements

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I3C A96 Pansport roundabout - replace roundabout with Traffic Signals	0	0	0	+	0	+	0	0	0	++	0	0	PP2 BE2 BE3 EP5 EP8 EP12 T1 T7	• Proposal to replace roundabout with traffic signals is unlikely to have any adverse environmental impacts. • Proposal is located on the boundary of a conservation area with nearby listed buildings. Therefore, any interventions relative to streetscape changes are likely to require an assessment at project level. • Proposal includes pedestrian crossings and would improve pedestrian safety and improve road safety. • Proposal is to improve vehicular traffic flow and should have a positive impact on levels of congestion and reduce overall journey times. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and would have a positive impact on air quality and contribute to national emission reduction targets. Continued on next page.

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Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Junction Improvements

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I3C A96 Pansport roundabouts - replace roundabout with Traffic Signals	0	0	0	+	0	+	0	0	0	++	0	0	PP2 BE2 BE3 EP5 EP8 EP12 T1 T7	Continue from previous page. • Through the provision for non-motorised users (pedestrian crossings at signals) this proposal positively impacts on health and quality of life for residents of Elgin. • Any changes to the existing road would be designed to ensure no detriment of, or improvement to, existing surface water management.

Summary of Effects

None anticipated

Short / medium / Long-term: **Not applicable**

Permanent /Temporary: **Not applicable**

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Junction Improvements

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I3D A941 Hay Street/South Street - replace roundabout with Traffic Signals	0	0	0	+	0	+	0	0	0	++	0	0	PP2 BE2 BE3 EP5 EP8 EP12 T7	• Proposal to replace roundabout with traffic signals is unlikely to have any adverse environmental impacts. • Proposal is located on the boundary of a conservation area with nearby listed buildings. Therefore streetscape changes are likely to require an assessment at project level. • Proposal includes pedestrian crossings and is designed to improve pedestrian safety and improve road safety. • Proposal is to improve vehicular traffic flow and should have a positive impact on levels of congestion and reduce journey times. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and would have a positive impact on air quality and contribute to national emission reduction targets. Continued on next page.

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Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Junction Improvements

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I3D A941 Hay Street/South Street - replace roundabout with Traffic Signals	0	0	0	+	0	+	0	0	0	++	0	0	PP2 BE2 BE3 EP5 EP8 EP12 T7	Continued from previous page. • Through the provision for non-motorised users (pedestrian crossings at signals) this proposal positively impacts on health and quality of life for residents of Elgin. • Any changes to the existing road would be designed to ensure no detriment of, or improvement to, existing surface water management.

Summary of Effects

None anticipated

Short / medium / Long-term: **Not applicable**

Permanent /Temporary: **Not applicable**

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Junction Improvements

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I3G Mayne Road / Fleurs Road / Wards Road / Bilbohall Road – rationalisation (Development specific option)	0	0	0	0	0	0	0	0	0	0	0	0	PP2 E4 E5 EP5 EP8 EP12 T7	• Proposal to rationalise Mayne Road / Fleurs Road / Wards Road / Bilbohall Road mainly utilises existing road space, therefore, it is unlikely to have adverse environmental impacts. • Proposal is designed to improve vehicular traffic flow using existing road space. • Any changes to the existing road would be designed to ensure no detriment of, or improvement to, existing surface water management.

Summary of Effects

None anticipated

Short / medium / Long-term: **Not applicable**

Permanent /Temporary: **Not applicable**

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Junction Improvements

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I3H Edgar Road / The Wards - replace with Traffic Signals	0	x	0	+	x	+	x	0	0	++	+	x	PP2 E5 EP5 EP6 EP7 EP8 EP12 ER6 T7	• Proposal to introduce traffic signals at Edgar Road / The Wards junction may have minor adverse environmental impacts. • Proposal encroaches onto green corridor ENV 3 and may have a minor adverse impact. • Proposal may have a minor impact on surface water run-off. • Intervention may adversely affect peat areas, however, the area is already developed. • Proposal includes pedestrian crossings and is designed to improve pedestrian safety and improve road safety. • Proposal is to improve vehicular traffic flow and should have a positive impact on overall levels of congestion and reduce journey times. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and would have a positive impact on air quality and contribute to national emission reduction targets. Continued on next page.

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Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Junction Improvements

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I3H Edgar Road / The Wards - replace with Traffic Signals	0	x	0	+	x	+	x	0	0	++	+	x	PP2 E5 EP5 EP6 EP7 EP8 EP12 ER6 T7	Continued from previous page. • Through the provision for non-motorised users (pedestrian/cycle crossings at signals) this proposal positively impacts on health and quality of life for residents of Elgin. • Proposed changes relative to junction rationalisation are likely to require an assessment at project level. • Due to the limited negative effects, mitigation will be provided via a detailed assessment at project level, used to inform the design and construction phases. • Any changes to the existing road would be designed to ensure no detriment of, or improvement to, existing surface water management. • Construction will follow all relevant guidelines and best practice procedures. • Final phase will include the reinstatement of any habitat areas damaged during the construction phase.

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Junction Improvements

Ref: I3H Edgar Road / The Wards - replace with Traffic Signals

Summary of Effects
Negative - Requires further detailed assessment at project level.
Short / medium / Long-term: **Long term**
Permanent /Temporary: **Permanent**

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Junction Improvements

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I3K A941 North Street/ Morriston Road - signal improvements	0	0	0	+	0	+	0	0	0	++	0	0	N/A	• Proposal to improve existing traffic signals at A941 / Morriston Road junction is unlikely to have any adverse environmental impacts. • Limited scope for physical capacity improvements in current layout. • Proposal is anticipated to improve vehicular traffic flow and should have an overall positive impact on levels of congestion and reduce journey times. • Proposal is likely to contribute to an overall reduction in emissions and would have a positive impact on air quality and contribute to national emission reduction targets. • This proposal requires no mitigation.

Summary of Effects

None anticipated

Short / medium / Long-term: **Not applicable**

Permanent /Temporary: **Not applicable**

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: New road links

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I1B Ashgrove Road / Linkwood Road to Maisondieu Road - New north-south rail bridge	x	x	?	x	xx	x	x	+	+	?	+	x	PP2 E3 E5 BE2 BE3 EP5 EP6 EP7 EP8 EP9 EP12 ER6 T1 T2 T4 T7	• Proposal to introduce a new north-south rail bridge with traffic signal junctions is likely to have adverse environmental impacts in the local area of Ashgrove Road and Maisondieu Road. • At a local level there will be increased traffic flows in the immediate area of Maisondieu Road and Ashgrove Road. However, the proposal would improve vehicular traffic flow and reduce overall journey times around Elgin. • Overall, the intervention is anticipated to have a positive environmental effect on Elgin and may contribute to a reduction in emissions and could, therefore, have a positive impact on air quality and contribute to national emission reduction targets. However, it will require more detailed assessment to quantify any potential positive or negative impacts in terms of air quality and the noise environment for this road link. • Provides a positive impact on material assets due to the utilisation of an existing brownfield. • Utilisation of a brownfield site is anticipated to minimise the negative impact on biodiversity, flora and fauna. Continued on next page.

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: New road links

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I1B Ashgrove Road / Linkwood Road to Maisondieu Road - New north-south rail bridge	x	x	?	x	xx	x	x	+	+	?	+	x	PP2 E3 E5 BE2 BE3 EP5 EP6 EP7 EP8 EP9 EP12 ER6 T1 T2 T4 T7	Continued from previous page. • Intervention is close to the Burn of Tyock watercourse. Mitigation measures are detailed on the following page. • Proposal is adjacent to a conservation area. It is also acknowledged that there will be an impact on the setting of historic railway infrastructure including the railway engine shed which is a Category B Listed Building (LB 30826). • Intervention may adversely affect BGS identified peat area. Detailed mitigation measures can be found in Section 14, Table 18 page 65. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for residents of Elgin. • Adverse impact on population of nearby occupied properties at this stage is not anticipated but cannot be ruled out. • This proposal will require a detailed environmental assessment at a project level. Continued on next page.

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: New road links

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I1B Ashgrove Road / Linkwood Road to Maisondieu Road - New north-south rail bridge	x	x	?	x	xx	x	x	+	+	?	+	x	PP2 E3 E5 BE2 BE3 EP5 EP6 EP7 EP8 EP9 EP12 ER6 T1 T2 T4 T7	Continued from previous page. • Due to the negative effects associated with this intervention, mitigation will be provided via a detailed assessment at project level. Information from the assessment(s) will be used to inform the design and construction phases. • The detailed design stage will include a requirement to ensure that the site and setting of the designated listed building (railway engine shed) is taken into account in the design of the proposed link road and bridge. • Changes to the existing road would be designed to ensure no detriment, or improvement to, existing surface water management. • Construction will follow all relevant guidelines and best practice procedures. • Buffers, if required, will be used to protect the Burn of Tyock watercourse. • Relevant Legislation and SEPA guidance will be used to manage peat spoil if identified • Final phase will include the reinstatement of any habitat areas damaged during the construction phase.

Summary of Effects

Negative (in localised area of Ashgrove Road – Maisondieu Road) - Requires further detailed assessment at project level.

Overall – Positive (Wider area of Elgin)

Short / medium / Long-term: **Long term**

Permanent /Temporary: **Permanent**

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Public Transport

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: M3A Elgin / Moray - Use of technology to manage demand responsive bus service	0	0	0	+	0	+	0	+	+	+	+	+	N/A	• No adverse environmental impacts are anticipated with this proposal. • Proposal is designed to encourage modal shift and travel choice in Elgin through sustainable transport (public transport). • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and will, therefore, have a positive impact on air quality and contribute to national emission reduction targets. • Proposal positively impacts on those without access to private car e.g. elderly, young people or those on lower incomes. • Proposal positively impacts on accessibility, health and quality of life for residents of Elgin. • This proposal requires no mitigation.

Summary of Effects

Positive

Short / medium / Long-term: **Long term**

Permanent /Temporary: **Permanent**

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Public Transport

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: M3B Elgin bus station improvement / re-design	0	x	x	+	0	+	0	+	+	++	+	x	PP2 E4 E5 BE2 BE3 EP5 EP8 EP9 EP12 T1 T2 T4 T6	• Proposal may require green space take, therefore, there may be a minor adverse environmental impact. • Proposal is located on the boundary of a conservation area. Therefore, any interventions relative to improvement / re-design of the bus station are likely to require an assessment at project level. Historic Environment Scotland would be contacted for further advice. Where avoidance is not possible, the detailed design stage will consider setting. Any signage and traffic management features will be sensitively sited where possible to ensure features complement and integrate with the landscape. Further mitigation of negative effects would be provided by appropriate screening, such as vegetation and trees. • Proposal is designed to provide better facilities for passengers, increase patronage, and encourage modal shift and travel choice in Elgin via sustainable transport options. Continued on next page.

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Public Transport

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: M3B Elgin bus station improvement / re-design	0	x	x	+	0	+	0	+	+	++	+	x	PP2 E4 E5 BE2 BE3 EP5 EP8 EP9 EP12 T1 T2 T4 T6	Continued from previous page. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and will, therefore, have a positive impact on air quality and contribute to national emission reduction targets. • Proposal positively impacts on those without access to private car e.g. elderly, young people or those on lower incomes. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for residents of Elgin. • Due to the limited negative effects associated with this proposal, mitigation will be provided via a detailed assessment at project level which will be used to inform the design and construction phases. • Construction will follow all relevant guidelines and best practice procedures. Continued on next page.

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Public Transport

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: M3B Elgin bus station improvement / re-design	0	x	x	+	0	+	0	+	+	++	+	x	PP2 E4 E5 BE2 BE3 EP5 EP8 EP9 EP12 T1 T2 T4 T6	Continued from previous page. • Any changes to the existing road would be designed to ensure no detriment of, or improvement to, existing surface water management. • Final phase will include the reinstatement of any habitat areas damaged during the construction phase.

Summary of Effects
Minor negative
Short / medium / Long-term: **Long term**
Permanent /Temporary: **Permanent**

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Public Transport

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: M3D Park and Change at main entry points to active travel corridors	x	x	x	+	xx	+	x	x	+	++	+	?	PP1 PP2 E1 E2 E3 E4 E5 EP5 EP6 EP7 EP8 EP9 EP12 ER6 T1 T2 T6 T7 IMP1	• Proposal to provide Park and Change sites at main entry points to active travel corridors. The land in the indicative area is currently undeveloped and will, therefore, need to be assessed in line with the Moray Local Development Plan 2015. • Intervention may adversely impact biodiversity, flora, fauna and the numerous water courses within the site. • Proposal will not affect peat areas in Elgin, however, it is likely to have a significant negative effect on the soil environment. Detailed mitigation measures can be found in section 14, Table 18, page 65. • Proposal would encourage modal shift to walking, cycling and public transport through the provision of infrastructure for people entering the central area of Elgin. Continued on next page.

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Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Public Transport

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: M3D Park and Change at main entry points to active travel corridors	x	x	x	+	xx	+	x	x	+	++	+	?	PP1 PP2 E1 E2 E3 E4 E5 EP5 EP6 EP7 EP8 EP9 EP12 ER6 T1 T2 T6 T7 IMP1	Continued from previous page. • Proposal may negatively affect Cultural heritage areas. Historic Environment Scotland would be contacted for further advice. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for residents of Elgin. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and will, therefore, have a positive impact on air quality and contribute to national emission reduction targets. • This proposal will require a detailed appropriate assessment at project level. Continued on next page.

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Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Public Transport

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: M3D Park and Change at main entry points to active travel corridors	x	x	x	+	xx	+	x	x	+	++	+	?	PP1 PP2 E1 E2 E3 E4 E5 EP5 EP6 EP7 EP8 EP9 EP12 ER6 T1 T2 T6 T7 IMP1	Continued from previous page. • The effects associated with this intervention are unknown. However, mitigation will be provided via a detailed assessment at project level, which may also include an Environmental Impact Assessment. Information from the assessment(s) will be used to inform the design and construction phases. • Any changes to the existing road would be designed to ensure no detriment of, or improvement to, existing surface water management. • Construction will follow all relevant guidelines and best practice procedures. • Buffers, if required, will be used to protect watercourses. • Relevant SEPA guidance will be used to manage soil spoil • Final phase will include the reinstatement of any habitat areas damaged during the construction phase.

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Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Public Transport

Ref: M3D Park and Change at main entry points to active travel corridors

Summary of Effects
Unknown – Requires further detailed assessment at project level.
Short / medium / Long-term: **Unknown**
Permanent /Temporary: **Unknown**

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Traffic Management

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: M2B Congested Areas (A941/A96) Urban Traffic Control	0	0	0	+	0	+	0	0	+	++	+	+	N/A	Note: This proposal links physical traffic signal improvements (see 'Junction Improvements' assessments) to computers to optimise traffic flow through / around Elgin • Proposal to introduce Urban Traffic Control measures would have no adverse environmental impacts. • Proposal is to improve vehicular traffic flow and should have a positive impact on levels of congestion and reduce journey times. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and will, therefore, have a positive impact on air quality and contribute to national emission reduction targets. • Contributes to promoting small scale modal shift and travel choices. • This proposal should reduce standing traffic which positively impacts on health and quality of life for residents of Elgin. • This proposal requires no mitigation.

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Traffic Management

Ref: M2B Congested Areas (A941/A96) Urban Traffic Control

Summary of Effects
Positive
Short / medium / Long-term: **Long term**
Permanent /Temporary: **Permanent**

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Travel Information

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: M4A Travel Plan for Moray Council	0	0	0	+	0	+	0	0	+	++	+	+	N/A	• Proposal to introduce a Travel Plan would have no adverse environmental impacts. • Proposal is to encourage modal shift to walking, cycling and public transport. • Proposal positively impacts on those without access to private car e.g. elderly, young people or those on lower incomes. • Proposal positively impacts on health and quality of life for residents of Elgin. • Proposal seeks to reduce vehicular traffic flow and should have a positive impact on levels of congestion and reduce journey times. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and would have a positive impact on air quality and contribute to national emission reduction targets. • This proposal requires no mitigation.

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Travel Information

Ref: M4A Travel Plan for Moray Council
Summary of Effects
Positive
Short / medium / Long-term: **Long term**
Permanent /Temporary: **Permanent**

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Travel Information

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: M4B Expand TMC Travel Plan to other businesses	0	0	0	+	0	+	0	0	+	++	+	+	N/A	• Proposal to introduce a Travel Plan to other businesses would have no adverse environmental impacts. • Proposal positively impacts on those without access to private car e.g. elderly, young people or those on lower incomes. • Proposal is to encourage modal shift to walking, cycling and public transport. • Proposal positively impacts on health and quality of life for residents of Elgin. • Proposal will benefit local businesses and tourist attractions by promoting Elgin as a destination where travel within the settlement is accessible to everyone and across all modes of transport. Continued on next page.

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Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Travel Information

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: M4B Expand TMC Travel Plan to other businesses	0	0	0	+	0	+	0	0	+	++	+	+	N/A	Continued from previous page. • Proposal seeks to reduce vehicular traffic flow and should have a positive impact on levels of congestion and reduce journey times. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and would have a positive impact on air quality and contribute to national emission reduction targets. • This proposal requires no mitigation.

Summary of Effects

Positive

Short / medium / Long-term: **Long term**

Permanent /Temporary: **Permanent**

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Travel Information

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: M4C Residential Travel Plans for all new development	0	0	0	+	0	+	0	0	+	++	+	+	N/A	• Proposal to introduce Travel Plans would have no adverse environmental impacts. • Proposal is to encourage modal shift to walking, cycling and public transport. • Proposal positively impacts on those without access to private car e.g. elderly, young people or those on lower incomes. • Proposal positively impacts on health and quality of life for residents of Elgin. • Proposal is to reduce vehicular traffic flow and should have a positive impact on levels of congestion and reduce journey times. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and would have a positive impact on air quality and contribute to national emission reduction targets. • This proposal requires no mitigation.

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Travel Information

Ref: M4C Residential Travel Plans for all new development

Summary of Effects
Positive
Short / medium / Long-term: **Long term**
Permanent /Temporary: **Permanent**

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Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Travel Information

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: M4D Travel Planning for all Elgin schools	0	0	0	+	0	+	0	0	+	++	+	+	N/A	• Proposal to introduce Travel Plans for all Elgin schools would have no adverse environmental impacts. • Proposal is to encourage modal shift to walking, cycling and public transport. • Proposal positively impacts on those without access to private car e.g. elderly, young people or those on lower incomes. • The introduction of school travel plans are likely to encourage children, and accompanying parents, to walk to school and also promote enjoyment of outdoor activity. • Proposal positively impacts on health and quality of life for residents of Elgin. • Proposal is to reduce vehicular traffic flow and should have a positive impact on levels of congestion and reduce journey times. Continued on next page.

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Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Travel Information

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: M4D Travel Planning for all Elgin schools	0	0	0	+	0	+	0	0	+	++	+	+	N/A	Continued from previous page. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and would have a positive impact on air quality and contribute to national emission reduction targets. • This proposal requires no mitigation.

Summary of Effects

Positive

Short / medium / Long-term: **Long term**

Permanent /Temporary: **Permanent**

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Travel Information

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: IN1A Provision of information to support use of all modes of transport	0	0	0	+	0	+	0	0	+	++	+	+	N/A	• Provision of information to support the use of all modes of transport would have no adverse environmental impacts. • Proposal is to encourage modal shift to walking, cycling and public transport. • Proposal positively impacts on those without access to private car e.g. elderly, young people or those on lower incomes. • Proposal positively impacts on health and quality of life for residents of Elgin. • Proposal is to reduce vehicular traffic flow and should have a positive impact on levels of congestion and reduce journey times. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport and would have a positive impact on air quality and contribute to national emission reduction targets. • This proposal requires no mitigation.

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Travel Information

Ref: IN1A Provision of information to support use of all modes of transport

Summary of Effects
Positive
Short / medium / Long-term: **Long term**
Permanent /Temporary: **Permanent**

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Development Specific Option

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I3J A96/ Morriston Road Junction Improvement	x	x	?	+	x	+	x	0	0	+	0	x	PP2 E5 EP5 EP6 EP7 EP8 EP12 ER6 T7	• Proposal to improve A96/Morriston Road junction and form access into BP/OPP Riverview site (allocated in MLDP2015) would have minor adverse environmental impacts. • Proposal encroaches onto green corridor ENV 6 and may have a minor adverse impact on flora, fauna and biodiversity. • Proposal may negatively affect unknown cultural heritage areas. Historic Environment Scotland would be contacted for further advice. • Proposal includes pedestrian crossings and would improve pedestrian safety. • Proposal would improve vehicular traffic flow and should have a positive impact on overall levels of congestion and reduce journey times. Continued on next page.

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Development Specific Option

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I3J A96/ Morriston Road Junction Improvement	x	x	?	+	x	+	x	0	0	+	0	x	PP2 E5 EP5 EP6 EP7 EP8 EP12 ER6 T7	Continued from previous page. • Proposal is likely to contribute to an overall reduction in emissions through the provision of infrastructure for pedestrians and cyclists would have a positive impact on air quality and contribute to national emission reduction targets. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for residents of Elgin. • Proposed changes relative to junction rationalisation are likely to require an assessment at project level. • Proposal will not affect peat areas in Elgin, however, it is likely to have a significant negative effect on the soil environment. Detailed mitigation measures can be found in section 14, Table 18, page 65. • Due to the limited negative effects, mitigation will be provided via a detailed assessment at project level, used to inform the design and construction phases. Continued on next page.

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Development Specific Option

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I3J A96/ Morriston Road Junction Improvement	x	x	?	+	x	+	x	0	0	+	0	x	PP2 E5 EP5 EP6 EP7 EP8 EP12 ER6 T7	Continued from previous page. • Proposal may have a minor impact on surface water run-off. • Any changes to the existing road would be designed to ensure no detriment of, or improvement to, existing surface water management. • Any changes to the existing road would be designed to ensure no detriment of, or improvement to, existing surface water management. • Construction will follow all relevant guidelines and best practice procedures. • Final phase will include the reinstatement of any habitat areas damaged during the construction phase.

Summary of Effects
Minor Negative - Requires further detailed assessment at project level.
Short / medium / Long-term: **Long term**
Permanent /Temporary: **Permanent**

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Development Specific Option

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I4E Reiket Lane to Elgin South Development – pave and light dismantled rail line	x	0	?	+	?	+	x	+	0	+	0	0	PP2 E3 E4 E5 E10 EP5 EP6 EP7 EP8 EP9 EP12 ER6 T2 T7	• The introduction of an active travel route is unlikely to have any adverse environmental impacts. • Proposal would improve road safety by providing off-road facility to serve new development. • The introduction of a safe route to serve new development (Elgin South LONG) and new primary school is likely to encourage children, and accompanying parents, to walk to school and also promote enjoyment of outdoor activity. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for new residents of Elgin. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport would therefore, have a positive impact on air quality and contribute to national emission reduction targets. • Proposal may negatively affect unknown cultural heritage areas. Historic Environment Scotland would be contacted for further advice. Continued on next page.

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Development Specific Option

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: I4E Reiket Lane to Elgin South Development – pave and light dismantled rail line	x	0	?	+	?	+	x	+	0	+	0	0	PP2 E3 E4 E5 E10 EP5 EP6 EP7 EP8 EP9 EP12 ER6 T2 T7	Continued from previous page. • Proposal will not affect peat areas in Elgin. However, it may have a limited negative effect on the soil environment. Detailed mitigation measures can be found in section 14, Table 18, page 65. • Proposal may have minor effect on biodiversity, flora and fauna through paving of currently unsurfaced route. • Proposal may have a minor effect on surface water run-off. • A new crossing of the Linkwood Burn may be required to form a direct route. This crossing would be designed in consultation with SEPA to ensure that any negative effects were avoided and/or mitigated. • Due to the limited negative effects, mitigation will be provided via a detailed assessment at project level, used to inform the design and construction phases.

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Development Specific Option

Ref: I4E Reiket Lane to Elgin South (LONG) Development – pave and light dismantled rail line

Summary of Effects

No adverse effects anticipated but would require further detailed assessment at project level.

Short / medium / Long-term: **N/A**

Permanent /Temporary: **N/A**

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Development Specific Option

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: DSO1 Linkwood Bridge – replace bridge to enable two-way working and pedestrian/ cycle routes on both sides of bridge.	x	0	x	+	0	+	xx	+	0	+	0	x	PP2 E3 E4 BE2 EP5 EP6 EP7 EP8 EP9 EP12 T2 T7	• This proposal is for the replacement of an existing bridge over Linkwood Burn to enable two-way vehicle movements and provide pedestrian/cycle routes over crossing to serve the Elgin South (LONG) development. • Proposal would improve road safety. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for new residents of Elgin. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport would therefore, have a positive impact on air quality and contribute to national emission reduction targets. • Proposal would negatively affect adjacent wall and garden ground of listed property 'Linkwood House'. Historic Environment Scotland would be contacted for further advice. • Proposal may have minor effect on biodiversity, flora and fauna. SNH would be contacted for further advice. Continued on next page.

Appendix 8

Elgin Transport Strategy Strategic Environmental Assessments

Proposal: Development Specific Option

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: DSO1 Linkwood Bridge – replace bridge to enable two-way working and pedestrian/ cycle routes on both sides of bridge.	x	0	x	+	0	+	xx	+	0	+	0	x	PP2 E3 E4 BE2 EP5 EP6 EP7 EP8 EP9 EP12 T2 T7	Continued from previous page. • Proposal may have a minor effect on surface water run-off. • Replacement crossing of the Linkwood Burn would be designed in consultation with SEPA to ensure that any negative effects were avoided and/or mitigated. • Due to the limited negative effects, mitigation will be provided via a detailed assessment at project level, used to inform the design and construction phases.

Summary of Effects

Negative - Requires further detailed assessment at project level.

Short / medium / Long-term: **Long term**

Permanent /Temporary: **Permanent**

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Development Specific Option

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: DSO2 Linkwood Road between Reiket Lane and Elgin South (LONG) development – improve road alignment and provide cycle routes on both sides of road.	x	0	x	+	x	+	x	+	0	+	0	x	PP2 E3 E4 BE2 EP5 EP6 EP7 EP8 EP9 EP12 ER2 T2 T7	• This proposal is for the realignment of Linkwood Road and provision of pedestrian/cycle routes on both sides of the road to serve the Elgin South (LONG) development. • Proposal would improve road safety. • Through the provision for non-motorised users this proposal positively impacts on health and quality of life for new residents of Elgin. • Proposal is likely to contribute to an overall reduction in emissions through the use of sustainable transport would therefore, have a positive impact on air quality and contribute to national emission reduction targets. • Proposal would negatively affect adjacent wall and garden ground of listed property 'Linkwood House'. Historic Environment Scotland would be contacted for further advice. Continued on next page.

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Development Specific Option

ETS / Jacobs Proposal reference	Biodiversity, flora and fauna	Landscape	Cultural Heritage	Climatic Factors	Soil	Air	Water	Material Assets	Population	Human Health	Inter-relationships	Environmental Impact	Safeguarding / mitigation	Comments
Ref: DSO2 Linkwood Road between Reiket Lane and Elgin South (LONG) development – improve road alignment and provide cycle routes on both sides of road.	x	0	x	+	x	+	x	+	0	+	0	x	PP2 E3 E4 BE2 EP5 EP6 EP7 EP8 EP9 EP12 ER2 T2 T7	Continued from previous page. • Proposal encroaches into ENV 1 and may have a minor adverse impact on flora, fauna and biodiversity. SNH would be contacted for further advice. • Proposal is adjacent to two areas covered by Tree Preservation Orders. The removal of trees would be avoided and/or mitigated by replacement planting. • Proposal will not affect peat areas in Elgin. However, it is likely to have a negative effect on the soil environment. Detailed mitigation measures can be found in section 14, Table 18, page 65. • Proposal may have a minor effect on surface water run-off. Any changes to the existing road would be designed to ensure no detriment of, or improvement to, existing surface water management. • Due to the potential negative effects, mitigation would be provided via an assessment at project level, used to inform the design and construction phases.

Appendix 8
Elgin Transport Strategy Strategic Environmental Assessments
Proposal: Development Specific Option

Summary of Effects

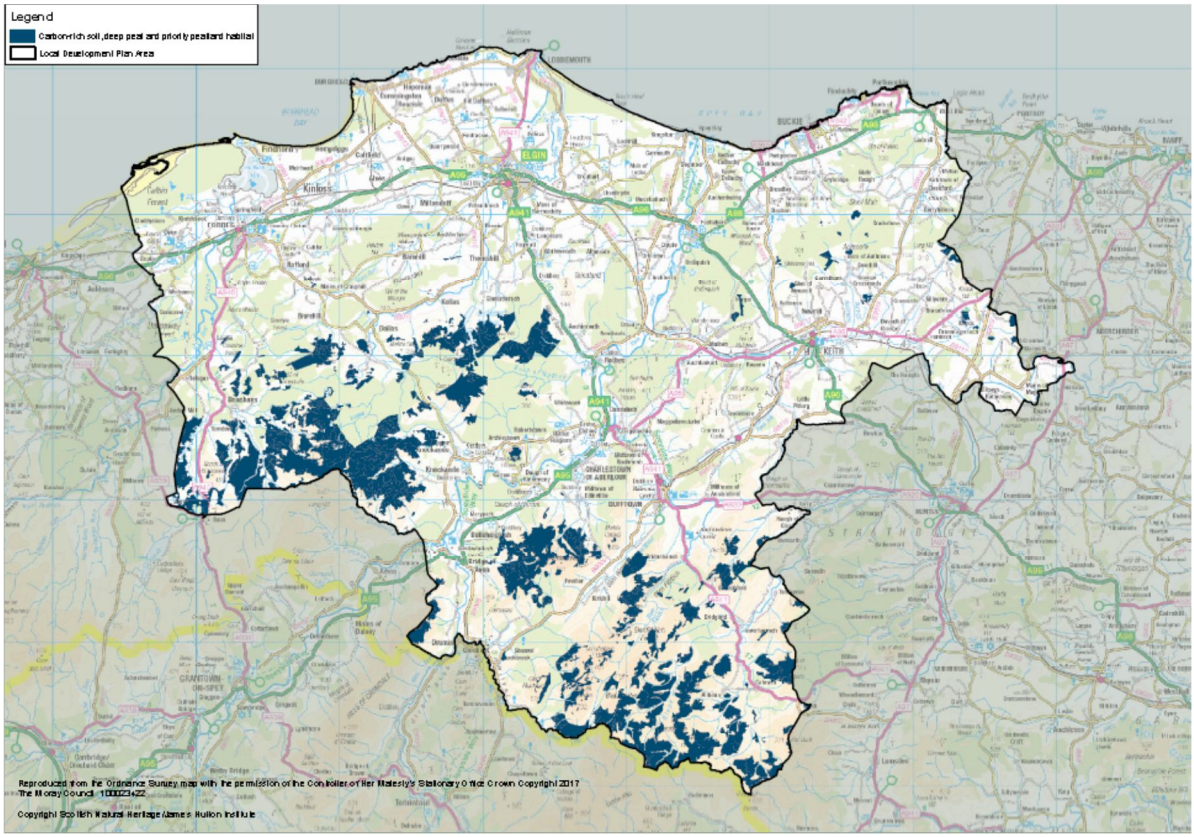
Negative - Requires further assessment at project level.
Short / medium / Long-term: **Long term**
Permanent /Temporary: **Permanent**

Appendix 9
Carbon and Peatland Maps for Elgin

Appendix 9

Carbon and Peatland Maps for Elgin

Scottish Natural Heritage Data



Appendix 9

Carbon and Peatland Maps for Elgin

Soils Scotland Data

-1 Unknown soil type

-2 Non-soil (i.e. loch, built up area, rock and scree)

0 Mineral soils, Peatland habitats are not typically found on such soils.

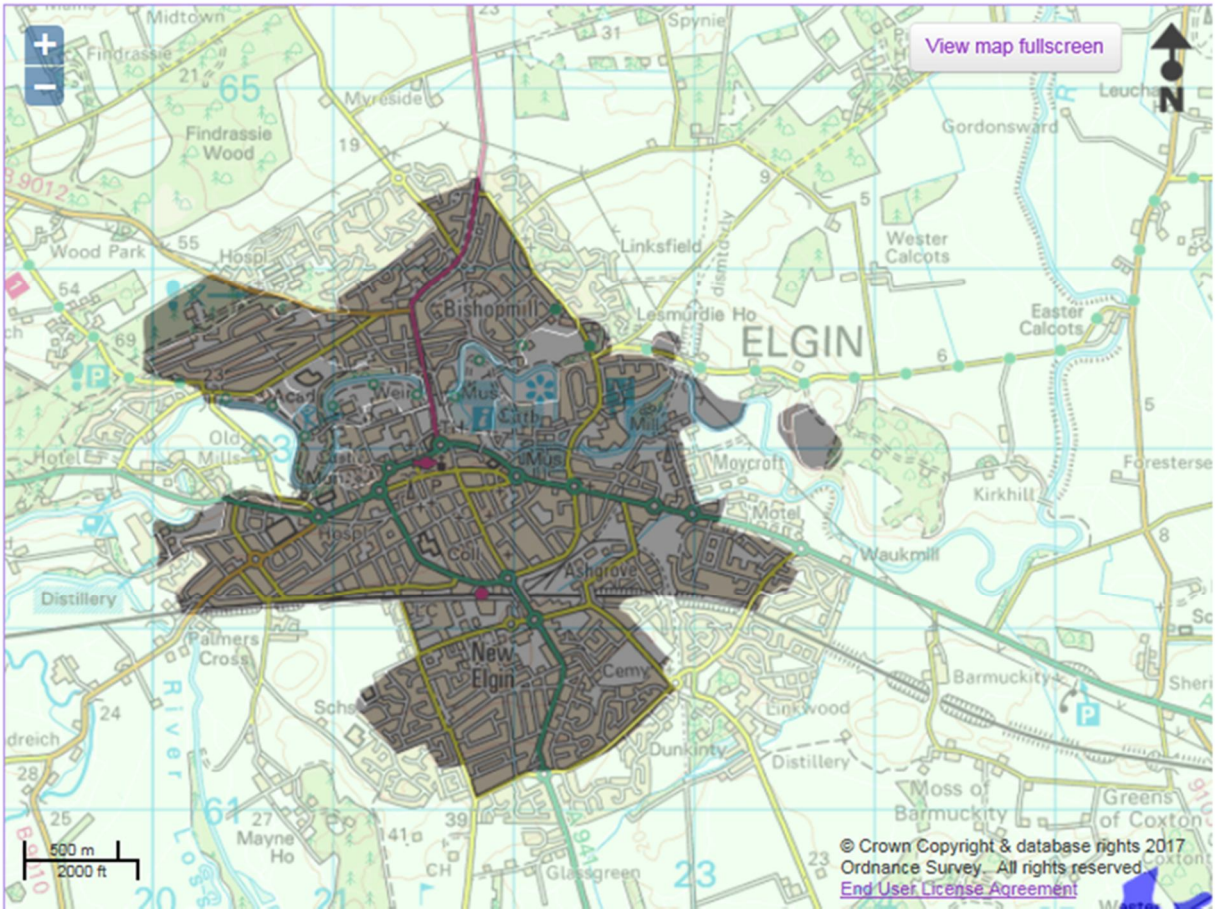
1 All vegetation cover is priority peatland habitats + All soils are carbon-rich soils and deep peat

2 The vegetation cover is dominated by priority peatland habitats + All soils are carbon-rich soil and deep peat

3 Dominant vegetation cover is not priority peatland habitat but is associated with wet and acidic type. Occasional peatland habitats can be found + Most soils are carbon-rich soils, with some areas of deep peat

4 Area unlikely to be associated with peatland habitats or wet and acidic type + Area unlikely to include carbon-rich soils

5 Soil information takes precedence over vegetation data + No peatland habitat recorded. May also show bare soil. + All soils are carbon-rich soil and deep peat



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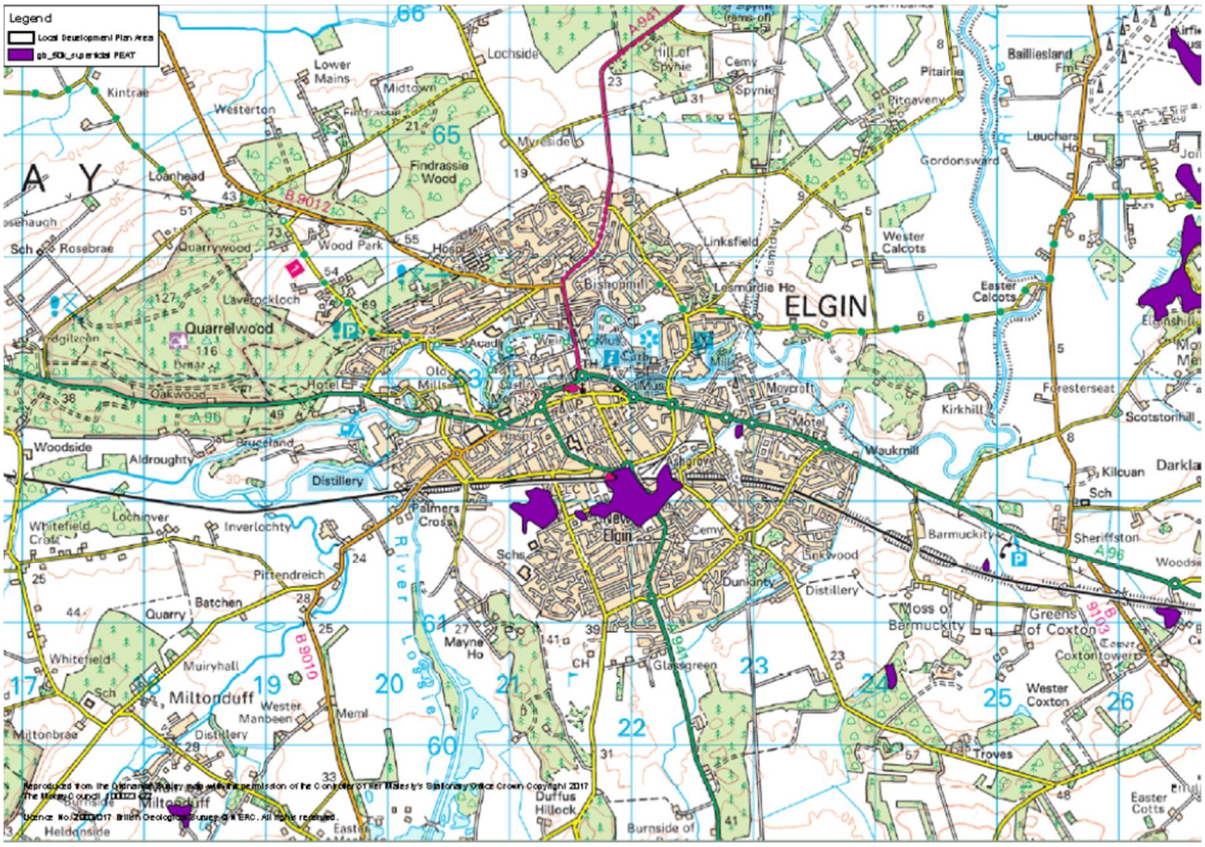
Appendix 9

Carbon and Peatland Maps for Elgin

British Geological Survey Data



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Appendix 10
Abbreviations and Definitions

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Abbreviations and Definitions

Abbreviations

AA	Appropriate Assessment
EC	European Community
EIA	Environmental Impact Assessment
ETS	Elgin Transport Strategy
HITRANS	Highlands and Islands Regional Transport
MLDP 2015	Moray Local Development Plan 2015
MLTS 2011	Moray Local Transport Strategy 2011
NTS	National Transport Strategy
PAN	Planning Advice Note
PPS	Plans, Programmes and Strategies
RTS	Regional Transport Strategy
SAC	Special Area of Conservation
SEA	Strategic Environmental Assessment
SEAE Report	Strategic Environmental Assessment Environmental Report
SEPA	Scottish Environment Protection Agency
SNH	Scottish Natural Heritage
SPA	Special Protection Area
SPP	Scottish Planning Policy
SSSI	Site of Special Scientific Interest
SWOT	Strengths, Weaknesses, Opportunities and Threats

Appendix 10
Abbreviations and Definitions

SEA Topic Definitions

Air	In terms of Strategic Environmental Assessment 'air' refers to its composition in terms of the volume of pollution i.e. air quality (particulates, harmful substances and noise).
Biodiversity, flora and fauna	The variety within and between all species of plants, animals and micro-organisms and the ecosystems within which they live and interact.
Climatic Factors	The composite or generally prevailing weather conditions of a region, as temperature, air pressure, humidity, precipitation, sunshine, cloudiness, and winds, throughout the year, averaged over a series of years.
Cultural Heritage	The legacy of physical artefacts and intangible attributes of a group or society that are inherited from past generations, maintained in the present and bestowed for the benefit of future generations.
Human Health	The World Health Organization defined 'health' in its broader sense in its 1948 constitution as "a state of complete physical, mental, and social well-being and not merely the absence of disease or infirmity."
Inter-relationships	In terms of Strategic Environmental Assessment 'Inter-relationships' refer to environmental problems resulting from the accumulation of multiple, small, and sometimes, indirect effects, rather than a few large and obvious ones.
Landscape	The visible features of an area of land, often considered in terms of their aesthetic appeal.

Appendix 10
Abbreviations and Definitions

Material Assets	Material assets in Strategic Environmental Assessment refers to a wide variety of assets and resources including some or all of the following: • Built assets e.g. infrastructure relating to energy / heat generation and distribution, flood protection, water supply and waste water management, transport, telecommunications, waste management and pipelines; land in relation to developed land / settlements, vacant, derelict and contaminated land; buildings and facilities such as housing, healthcare facilities, schools, greenspace, core paths, cycle paths; manufactured goods; and • Natural assets e.g. minerals (such as sand, gravel, rock, and slate), natural flood management processes, forestry and woodlands, agricultural land and associated elements such as field boundaries (e.g. hedges, stone walls).
Population	The number of people who live in a particular geographical area.
Soil	The top layer of the earth's surface in which plants can grow, consisting of rock and mineral particles mixed with decayed organic matter and having the capability of retaining water.
Water	In terms of Strategic Environmental Assessment 'water' refers to its composition in terms of the volume of pollution and the quantity held in reservoirs, rivers, lochs and aquifers.

Appendix 10
Abbreviations and Definitions

Definitions of Terminology

Active Travel	The use of non-motorised modes of transport.
Environmental Baseline	A description of the environment likely to be significantly affected by the proposal including air; biodiversity, flora and fauna, climatic factors, cultural heritage, human health , landscape, material assets, population, soil, water and the inter-relationships between them.
Natura 2000 Site	Special Protection Areas and Special Areas of Conservation which are protected sites designated under the European Habitats Directive.
Proposal(s)	Individual projects that form the basis of the Elgin Transport Strategy.
Public Transport	Bus, Rail and Taxi.
SEA Receptor	SEA receptors are those topics defined by the SEA process e.g. Air, Soil, Water etc. See previous page for full list and an explanation of each SEA topic.
Safeguarding / Mitigation	Measures taken to prevent, reduce or offset, as fully as possible, adverse effects on the environment.
SEA Gateway	Dedicated team of officials in the Scottish Government that exists to aid the administration of Strategic Environmental Assessment in Scotland and to help ensure that information on Strategic Environmental Assessment activities is transparent and accessible.
Soil Sealing	The covering of the ground by an impermeable material i.e. concrete.
Transboundary	Effects arising from a plan, programme or strategy that has the potential to have significant environmental effects on another European Union Member State.