

# Appendix 3

## Detailed SEA Assessment Matrices

MORAY COUNCIL LOCAL TRANSPORT STRATEGY  
ENVIRONMENTAL REPORT  
APPENDIX 3 – ASSESSMENT MATRICES

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## 1.0 SEA OBJECTIVES

The assessment of the LTS is based on the following scoring system.

Symbol	Description of Impact
✓✓✓	Significant positive Impact
✓✓	Moderate positive environmental impacts
✓	Minor positive environmental impacts
=	Neutral or No Environmental Impact
x	Minor negative environmental impacts
xx	Moderate negative environmental impacts
xxx	Significant Negative Impact
?	Uncertain Environmental Impact
N/A	Not Applicable – no relationship with SEA Objective

### Where SEA Objectives are:

SEA Topic	SEA Objective
Biodiversity & Nature Conservation (Flora & Fauna)	To protect 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.
Population & Human Health	Promote accessibility, health, prosperity and quality of life benefits through an integrated and enhanced local transport strategy through sustainable development.
Geology & Soils	To protect and enhance the quality of the ground environment and promote the sustainable use of local materials and Brownfield sites.
Land Use	Minimise land take and impacts on protected sites and/or changes of land use that may have negative impacts to the environment. Promotion of sustainable transport land use planning.
Water	To protect and enhance the quality of the water environment within Moray including surface and groundwater features in addition to the North Sea coastline and the protected marine environment of the Moray Firth SAC. Areas designated as floodplains should be maintained to ensure floodwater attenuation is not affected.
Air Quality	To protect and enhance the quality of local air quality in Moray and to ensure that emissions are below National Air Quality Standards and thus air quality objectives are met.
Noise & Vibration	To minimise noise and vibration nuisance and protect residential properties and sensitive receptors from excessive noise and vibrations levels in the Moray Region
Climatic Factors	To contribute to a sustainable transport infrastructure to reduce emissions from road and rail, helping to achieve National Targets for reduction in greenhouse gas emissions. Infrastructure proposals should be mindful of the effects of climate change on the network e.g. flooding, landslides etc.
Material Assets	To improve, integrate and enhance the local transport network in Moray to benefit the economy of the Moray Region whilst maintaining sustainable principles.
Cultural Heritage	To protect and, where appropriate, enhance the historic environment
Landscape	To protect and, where appropriate, enhance the landscape and visual amenity of the Moray Region.

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SEA Topic	SEA Objective
Quality of Life	To protect and enhance the quality of life of Moray communities and visitors.

**2.0 ASSESSMENT OF SCENARIOS AGAINST SEA OBJECTIVES**

LTS Scenario	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
Scenario 1	?	x	?	?	?	x	?	x	xx	?	?	xx	Majority of environmental impacts would depend on the schemes implemented as part of the LTS. There would be no significant future investment so commitments to longer term schemes including promoting modal shift/network improvements would not be made.
Scenario 2	=	=	=	=	=	=	=	=	x	=	=	x	The Do-minimum would not promote modal shift or have a positive impact on economic growth in the region through improved transport networks. There would be no environmental benefits.
Scenario 3	=	✓	=	=	=	=	=	=	x	=	=	✓	A Strategy with a focus on road safety would have benefits for population and health by reducing accidents but would not seek to tackle issues of peripherality or modal shift. The Road Safety Plan adequately delivers road safety improvements in partnership with key stakeholders.
Scenario 4	=	✓	=	=	=	✓✓ ✓	=	✓✓ ✓	x	=	=	✓	A Strategy with a focus on modal shift and reduction in emissions would have a would have benefits for population and health, air quality and climate change but would not seek to support local residents, businesses or economic growth.
Scenario 5	=	xx x	=	=	=	=	=	=	x	=	=	✓	This strategy would not seek to address peripherality nor would it promote accessibility in rural areas of Moray so therefore would be of dis-benefit relative to population and human health objective and material assets objective.
Scenario 6	x	x	?	?	?	?	?	xx x	x	=	=	?	A road focussed Strategy would not promote modal shift or have a positive impact on economic growth in the region through improved transport networks. There would be no environmental benefits.
Scenario 7	=	✓✓ ✓	=	=	=	✓✓	=	✓✓	✓✓ ✓	=	=	✓✓ ✓	A balanced and integrated Strategy seeks to provide a basis in investment and development across all modes whilst ensuring that the environment is safeguarded.

**3.0 ASSESSMENT OF LTS VISION**

LTS Vision	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
Excellent connections and accessibility are achieved for Moray through a safe, integrated, reliable and affordable transport system that is inclusive and supports economic development and the needs of local communities whilst safeguarding the environment.	✓	✓ ✓	✓	✓	✓	✓ ✓	✓	✓ ✓	✓ ✓	✓	✓	✓ ✓	The vision promotes accessibility and seeks to reduce peripherality within a balanced and integrated Strategy seeks to provide a basis in investment and development across all modes whilst ensuring that the environment is safeguarded.

#### 4.0 ASSESSMENT OF LTS KEY OBJECTIVES

LTS Objectives	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
K1 - Support and enable economic development through a sustainable transport infrastructure	=	✓✓ ✓	=	=	=	✓✓	=	✓✓ ✓	✓✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> <li>Objective seeks to reduce promote modal shift and travel choice in the region through supporting sustainable transport measures. Will contribute towards reduction in emissions and therefore will have local benefits for air quality and will contribute to national emission reduction targets.</li> <li>Modal shift should have a positive impact on levels of congestion particularly within existing settlements and therefore reduce journey times for local residents and companies relying on road transport for goods and services.</li> </ul>
K2- Promote safer, inclusive and affordable travel for all.	=	✓✓ ✓	=	=	=	=	=	=	✓✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray. Will seek to reduce barriers to travel by promoting integrated and multimodal transport infrastructure. Objective acknowledges the importance of travel for those without access to private car. Likely to have greatest benefit for elderly and those on lower incomes.</li> </ul>
K3 - Maintain and improve the existing transport infrastructure to enable and effective and reliable transport network	?	✓✓ ✓	?	?	?	?	?	?	✓✓	?	?	✓✓ ✓	<ul style="list-style-type: none"> <li>Potential for environmental impacts will depend on the scale of the intervention. Compliance with regulatory requirements and adherence to environmental guidance and best practice will ensure that impacts are negligible. Large scale physical engineering interventions close to sensitive sites/receptors should be discussed with Statutory Consultees to ensure that no impacts arise from works e.g. on protected sites and/or species. See Chapters 7 and 8 of the Environmental Report.</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray. Will improve journey times and reduce congestion.</li> </ul>

LTS Objectives	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
K4 - Improve accessibility to jobs, services and facilities within Moray	=	✓✓ ✓	=	=	=	=	=	=	✓✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> <li>Modal shift should have a positive impact on levels of congestion particularly within existing settlements and therefore reduce journey times for local residents and companies relying on road transport for goods and services.</li> </ul>
K5 - Increase sustainable travel choices to promote travel behaviour change and reduce the need for car use and the environmental impact associated with transport and improve health	=	✓✓ ✓	=	=	=	✓✓	=	✓✓ ✓	✓✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> <li>Objective seeks to reduce promote modal shift and travel choice in the region through supporting sustainable transport measures. Will contribute towards reduction in emissions and therefore will have local benefits for air quality and will contribute to national emission reduction targets.</li> <li>Modal shift should have a positive impact on levels of congestion particularly within existing settlements and therefore reduce journey times for local residents and companies relying on road transport for goods and services.</li> </ul>
K6 - Promote integration across different modes, policies and land use planning	=	✓✓ ✓	=	=	=	✓✓	=	✓✓ ✓	✓✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> <li>promoting integration across transport modes should encourage travel choice and therefore modal shift. Land use planning to incorporate sustainable travel choices e.g. locations close to public transport infrastructure should reduce reliance on private car for short journeys in particular.</li> </ul>



## 5.0 ASSESSMENT OF LTS SUB-OBJECTIVES

LTS Sub- Objectives	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
S1 - Support the improvement of connections (road, rail, sea and air) to the rest of Scotland, the UK and Europe	=	✓✓ ✓	=	=	=	✓✓	=	✓✓ ✓	✓✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective as support rather than implementation of any particular schemes. Any interventions relative to strategic upgrading of infrastructure likely to require further detailed environmental assessment at project level.</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> <li>Promoting integration across transport modes should encourage travel choice and therefore modal shift.</li> <li>Should have a positive effect in terms of reducing constraints relative to peripheral position in UK and Europe and therefore will improve economic opportunities within the region.</li> </ul>
S2 - Develop solutions to traffic safety and capacity problems within Moray and work with the Scottish Executive, developers and others to minimise predicted problems;	?	✓✓ ✓	?	?	?	?	?	?	✓✓	?	?	✓✓ ✓	<ul style="list-style-type: none"> <li>Potential for environmental impacts will depend on the scale of the intervention. Compliance with regulatory requirements and adherence to environmental guidance and best practice will ensure that impacts are negligible. Large scale physical engineering interventions close to sensitive sites/receptors should be discussed with Statutory Consultees to ensure that no impacts arise from works e.g. on protected sites and/or species. See Chapters 7 and 8 of the Environmental Report. Large schemes may require project level EIA/detailed assessment.</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray. Will improve journey times and reduce congestion.</li> </ul>
S3 - Support good quality and affordable public transport systems and where appropriate provide and maintain a network of socially desirable bus services to supplement the commercial network	=	✓✓ ✓	=	=	=	✓✓	=	✓✓ ✓	✓✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> <li>Will seek to reduce barriers to travel by promoting integrated and multimodal transport infrastructure. Objective acknowledges the importance of travel for those without access to private car. Likely to have greatest benefit for elderly and those on lower incomes.</li> </ul>
S4 - Review the role of	?	✓✓	?	?	?	?	?	?	✓✓	?	?	✓✓	

LTS Sub- Objectives	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
Moray harbours;		✓										✓	
S5 - Ensure adequate car parking provision to meet the need of communities	?	✓ ✓	?	?	?	?	?	?	✓✓	?	?	✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective although impacts will be dependent on the location of car parks and need for construction work.</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray</li> <li>Positive benefits for local businesses if shoppers can easily access amenities within town centres</li> </ul>
S6 - Support improvements to passenger and freight rail services;	?	✓ ✓	?	?	?	✓	✓	?	✓✓	?	?	✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective as support rather than implementation of any particular schemes. Any interventions relative to strategic upgrading of infrastructure likely to require further detailed environmental assessment at project level.</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> <li>Promoting integration across transport modes should encourage travel choice and therefore modal shift. Modal shift for freight from road to rail should reduce the numbers of HGV on the regions roads and have a positive effect on local air quality.</li> <li>Should have a positive effect in terms of reducing constraints relative to peripheral position in UK and Europe and therefore will improve economic opportunities within the region.</li> </ul>
S7 - Work with others to reduce additional transport costs related to Moray's location in Scotland, the UK and Europe	=	✓ ✓	=	=	=	✓✓	=	✓ ✓	✓✓	=	=	✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Should have a positive effect in terms of reducing constraints relative to peripheral position in UK and Europe and therefore will improve economic opportunities within the region.</li> </ul>
S8 - Encourage less car dependent forms of transport and where appropriate encourage road traffic reduction, walking, cycling and other active travel	=	✓ ✓	=	=	=	✓✓	=	✓ ✓	✓✓	=	=	✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> <li>Objective seeks to reduce promote modal shift and travel choice in the region through supporting sustainable transport measures. Will contribute towards reduction in emissions and therefore will have local benefits for air quality and will contribute to national emission reduction</li> </ul>

LTS Sub- Objectives	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
initiatives;													<p>targets.</p> <ul style="list-style-type: none"> <li>Modal shift should have a positive impact on levels of congestion particularly within existing settlements and therefore reduce journey times for local residents and companies relying on road transport for goods and services.</li> </ul>
S9 - Work with others to improve transport infrastructure related to recreation and tourism;	✓	✓✓ ✓	?	?	?	?	?	?	✓✓ ✓	?	?	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective as support rather than implementation of any particular schemes. Any interventions relative to strategic upgrading of infrastructure may require further detailed environmental assessment at project level.</li> <li>Positive impacts on health and quality of life for residents in Moray through improved access to recreational amenities.</li> <li>Will encourage residents and visitors to enjoy the outdoors and natural heritage of the region</li> <li>Will benefit local businesses and tourist attractions by promoting Moray as a destination where travel within the region is accessible to all across all modes of transport.</li> </ul>
S10 - Support access to the countryside and well being initiatives	✓	✓✓ ✓	?	?	?	?	?	?	✓✓ ✓	?	?	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective as support rather than implementation of any particular schemes. Any interventions relative to strategic upgrading of infrastructure may require further detailed environmental assessment at project level.</li> <li>Positive impacts on health and quality of life for residents in Moray through improved access to recreational amenities and initiatives.</li> <li>Will encourage residents and visitors to enjoy the outdoors and natural heritage of the region</li> </ul>

**6.0 ACTION PLAN - ACTIVE TRAVEL**

LTS Actions Active Travel	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
Promote the benefits of walking and cycling	=	✓✓ ✓	=	=	=	✓✓	=	✓	✓✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> <li>Objective seeks to reduce promote modal shift and travel choice in the region through supporting sustainable transport measures. Will contribute towards reduction in emissions and therefore will have local benefits for air quality and will contribute to national emission reduction targets.</li> <li>Modal shift should have a positive impact on levels of congestion particularly within existing settlements</li> </ul>
Improve pedestrian and cycle facilities to enhance opportunities for independent mobility	=	✓✓ ✓	=	=	=	✓✓	=	✓	✓✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective. Any interventions relative to upgrading of infrastructure likely to require further detailed environmental assessment at project level if there is any potential for impact on designated sites or species.</li> <li>Promotes linkages to the Moray Core Paths Plan and will build on the benefits of improved accessibility to network of paths/cycleways for all.</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> </ul>
Continue to develop a comprehensive cycle/pedestrian network incorporating national, area wide and local routes in Moray	?	✓✓ ✓	?	?	?	✓	✓	?	✓✓	?	?	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective. Any interventions relative to upgrading of infrastructure likely to require further detailed environmental assessment at project level if there is any potential for impact on designated sites or species.</li> <li>Promotes linkages to the Moray Core Paths Plan and will build on the benefits of improved accessibility to network of paths/cycleways for all.</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> </ul>
Continue to develop a range of initiatives focusing on pedestrian and cyclist safety	=	✓✓ ✓	=	=	=	✓✓	=	✓	✓✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> <li>Objective seeks to reduce promote modal shift and travel choice in the region through supporting sustainable transport measures</li> </ul>
Continue to develop	=	✓✓ ✓	=	=	=	✓✓	=	✓	✓✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>Safer routes to school will promote walking to school age children and will also promote enjoyment of outdoors through activity.</li> </ul>

LTS Actions Active Travel	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
and update safe routes to educational establishments													<ul style="list-style-type: none"> <li>Any engineering measures are likely to be within existing settlements and are therefore unlikely to have an adverse environmental impact on biodiversity or water quality in the study area.</li> </ul>
Continue to support schools in Moray to develop and maintain active School Travel Plans	=	✓✓ ✓	=	=	=	✓✓	=	✓	✓✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>Safer routes to school will promote walking to school age children and will also promote enjoyment of outdoors through activity.</li> <li>Modal shift should have a positive impact on levels of congestion particularly within existing settlements</li> </ul>
Continue to Support Grampian Police and Road Safety Officers to deliver cycle training schemes across Moray schools	=	✓✓ ✓	=	=	=	✓✓	=	✓	✓✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>Road safety and cycle training will ensure that young people are aware of responsibilities as road users but will also promote safe walking and cycling for travel to/from school but also for recreation.</li> <li>Fewer accidents involving young cyclists and pedestrians should be achieved through education - positive benefits to population and health</li> </ul>
Continue to develop cycle parking facilities and safe segregated cycle routes and signage for pedestrians and cyclists across Moray	=	✓✓ ✓	=	=	=	✓✓	=	✓	✓✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>Modal shift should have a positive impact on levels of congestion particularly within existing settlements</li> <li>Any engineering measures are likely to be within existing settlements and are therefore unlikely to have an adverse environmental impact</li> </ul>
Identify areas of pedestrian conflict in Moray	=	✓✓ ✓	=	=	=	✓✓	=	✓	✓✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> <li>Regular appraisals of appropriate locations and numbers of crossings in relation to road safety will target improvements and improve pedestrian safety.</li> </ul>
Improve pedestrian crossing facilities in key areas of conflict and need across Moray	=	✓✓ ✓	=	=	=	✓✓	=	✓	✓✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> <li>Regular appraisals of appropriate locations and numbers of crossings in relation to road safety will target improvements and improve pedestrian safety.</li> </ul>

**ACTIVE TRAVEL- COMMITTED SCHEMES**

Active Travel Committed Schemes	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
Cycleway spur from Hopeman to Duffus as part of the Burghead to Lossiemouth cycle route.	=/✓	✓✓ ✓	=	=	=	✓	=	=	✓✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> <li>Part of the Moray Core Paths Plan - LM03 is a new path linking Hopeman to Duffus.</li> <li>A construction method statement for the new path will be required and should adhere to best practice principles to ensure environmental protection.</li> </ul>
Development of a core network of active travel routes in Elgin as part of the Urban Freedom project.	✓	✓✓ ✓	=	=	=	✓	=	=	✓✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>Benefits to population health are significant as promotion of exercise and increases in accessibility to the outdoors provide greater incentives to stay active and healthy.</li> <li>Paths used as part of Safer Routes to School contribute to small scale modal shift and increased activity levels in children.</li> <li>Provides linkages within settlements thereby improving accessibility to amenities etc.</li> </ul>
Install docking stations and bikes for a public transport 'loan' bike scheme in Elgin as part of the Urban Freedom project.	=	✓✓ ✓	=	=	=	✓✓	=	✓	✓✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> <li>Contributes to promoting small scale modal shift and travel choices.</li> </ul>
Improvements to underpass entrances on the A96 in Elgin.	?	✓✓ ✓	=	=	=	✓✓	=	✓	✓✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>Provides linkages within settlements thereby improving accessibility to amenities etc. A construction method statement should adhere to best practice principles to ensure environmental protection. Any potential for bats should be checked with SNH.</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> </ul>

**7.0 ASSESSMENT OF ACTION PLAN – PUBLIC TRANSPORT**

LTS Actions Public Transport	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
Continue to support bus services in rural areas, including alternative community services where appropriate	=	✓ ✓	=	=	=	✓ ✓	=	✓	✓ ✓	=	=	✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> <li>Contributes to promoting small scale modal shift and travel choices</li> <li>Particular benefits for those without access to private car e.g. elderly, young people or those on lower incomes.</li> </ul>
Encourage Transport Scotland to develop the rail route between Aberdeen and Inverness as detailed in STPR	?	✓ ✓	?	?	?	✓	✓	?	✓ ✓	?	?	✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective. Any interventions relative to upgrading of infrastructure likely to require further detailed environmental assessment at project level if there is any potential for impact on designated sites or species.</li> <li>Promotes linkages to the East Coast Main line and reduces peripherality of Moray relative to UK/rest of Scotland.</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> <li>Would encourage modal shift through provision of viable alternative to commuter travel in particular.</li> </ul>
Continue to improve bus infrastructure across Moray subject to available funding and investigate means to improve Elgin bus station	=	✓ ✓	=	=	=	✓ ✓	=	✓	✓ ✓	=	=	✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> <li>Would encourage greater bus patronage and therefore contribute to regional modal shift with corresponding benefits to local air quality and wider emissions targets.</li> </ul>
Work with HITRANS, Police and Transport Operators to develop initiatives to increase personal security on PT services and facilities	=	✓ ✓	=	=	=	✓ ✓	=	✓	✓ ✓	=	=	✓ ✓	<ul style="list-style-type: none"> <li>Improved perception of safety would encourage greater bus and rail patronage and therefore contribute to regional modal shift with corresponding benefits to local air quality and wider emissions targets.</li> <li>Would improve accessibility to amenities to those who currently perceive personal safety issues with public transport.</li> </ul>
Encourage transport	=	✓ ✓	=	=	=	✓ ✓	=	✓	✓ ✓	=	=	✓ ✓	<ul style="list-style-type: none"> <li>Improved facilities would encourage greater bus and rail patronage and</li> </ul>

LTS Actions Public Transport	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
operators to upgrade train station facilities and staffing		✓										✓	therefore contribute to regional modal shift with corresponding benefits to local air quality and wider emissions targets.
Encourage improved integration between rail and bus services across Moray	=	✓ ✓	=	=	=	✓ ✓	=	✓	✓ ✓	=	=	✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Contributes to promoting small scale modal shift and travel choices as integration is currently seen as a major barrier to ease of use of public transport i.e. inability to undertake a journey easily using different modes.</li> </ul>
Continue to lobby public transport operators and Transport Scotland to provide reasonable fare levels for services in Moray	=	✓ ✓	=	=	=	✓ ✓	=	✓	✓ ✓	=	=	✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Contributes to promoting small scale modal shift and travel choices as costs are also recognised as a major barrier to ease of use of public transport i.e. travel constrained by higher relative costs.</li> <li>Would seek to make public transport more affordable for those without access to private car and particularly those on lower incomes.</li> </ul>
Continue to work with public transport operators, other local authorities, airport authorities and HITRANS to improve links to Aberdeen and Inverness Airports	?	✓ ✓	?	?	?	✓	✓	?	✓ ✓	?	?	✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective. Any interventions relative to upgrading of infrastructure likely to require further detailed environmental assessment at project level if there is any potential for impact on designated sites or species.</li> <li>Promotes linkages between airports and reduces peripherality of Moray relative to UK/rest of Scotland.</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> </ul>
Support/promote the operation of Traveline	=	✓ ✓	=	=	=	✓ ✓	=	✓	✓ ✓	=	=	✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Contributes to promoting small scale modal shift and travel choices in providing central point for travel information – should encourage increased public transport use</li> </ul>
Investigate additional potential locations for the provision of Real Time Information.	=	✓ ✓	=	=	=	✓ ✓	=	✓	✓ ✓	=	=	✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Contributes to promoting small scale modal shift and travel choices in providing real-time travel information – will be of greatest benefit in rural areas where there are no waiting facilities at public transport nodes.</li> </ul>
Install Real Time Information at identified locations	=	✓ ✓	=	=	=	✓ ✓	=	✓	✓ ✓	=	=	✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Contributes to promoting small scale modal shift and travel choices in providing real-time travel information – will be of greatest benefit in</li> </ul>



LTS Actions Public Transport	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
subject to available funding.													rural areas where there are no waiting facilities at public transport nodes.

**PUBLIC TRANSPORT- COMMITTED SCHEMES**

Public Transport Committed Schemes	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
Installation of real time information screens at eight locations throughout Moray as part of the Urban Freedom project.	=	✓✓ ✓	=	=	=	✓✓	=	✓	✓✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Contributes to promoting small scale modal shift and travel choices in providing real-time travel information – will be of greatest benefit in rural areas where there are no waiting facilities at public transport nodes.</li> </ul>
STPR Intervention 19 – Rail service enhancements between Aberdeen and Inverness.	?	✓✓ ✓	?	?	?	✓	✓	?	✓✓	?	?	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective. Any interventions relative to upgrading of infrastructure likely to require further detailed environmental assessment at project level if there is any potential for impact on designated sites or species.</li> <li>Promotes linkages to the East Coast Main line and reduces peripherality of Moray relative to UK/rest of Scotland.</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> <li>Would encourage modal shift through provision of viable alternative to commuter travel in particular.</li> </ul>

**8.0 ASSESSMENT OF ACTION PLAN – PORTS AND HARBOURS**

LTS Actions Ports and Harbours	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
Continue to maintain and develop harbours to support economic growth	?	✓✓	?	?	?	?	?	?	✓✓ ✓	?	?	✓✓	<ul style="list-style-type: none"> <li>Environmental impacts will be dependent on the proposed maintenance required. Any interventions relative to upgrading/maintenance of infrastructure likely to require further detailed environmental assessment at project level if there is any potential for impact on designated sites or species particularly potential impacts on cetaceans/birds etc. Consultation should be undertaken with SNH/Moray Council Environmental Planning to ensure compliance</li> </ul>
Continue to address the backlog of maintenance works at Moray harbours	?	✓✓	?	?	?	?	?	?	✓✓ ✓	?	?	✓✓	<ul style="list-style-type: none"> <li>Environmental impacts will be dependent on the proposed maintenance required. Any interventions relative to upgrading/maintenance of infrastructure likely to require further detailed environmental assessment at project level if there is any potential for impact on designated sites or species particularly potential impacts on cetaceans/birds etc. Consultation should be undertaken with SNH/Moray Council Environmental Planning to ensure compliance</li> </ul>
Promote diversification of the commercial harbours at Buckie and Burghead	?	✓✓	?	?	?	?	?	?	✓✓ ✓	?	?	✓✓	<ul style="list-style-type: none"> <li>Could increase traffic into harbours and therefore potential for increased disturbance to cetaceans – need to ensure any potential impacts are minimised</li> <li>Unlikely to be any significant adverse environmental effects providing that best practice is applied relative to environmental protection.</li> </ul>
Continue to develop commercial use of the dredger outwith Moray	?	✓✓	?	?	?	?	?	?	✓✓ ✓	?	?	✓✓	<ul style="list-style-type: none"> <li>Environmental impacts will be dependent on the area in which dredging is applied and would be subject to a dredging licence.</li> </ul>
Prioritise Dredger replacement	=	✓✓	=	=	=	=	=	=	✓✓ ✓	=	=	✓✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective.</li> </ul>

**9.0 ASSESSMENT OF ACTION PLAN – ROADS**

LTS Actions Roads	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
Encourage the Scottish Government to upgrade the A96 and A95 Trunk Road.	?	✓✓	?	?	?	?	?	?	✓✓ ✓✓	?	?	✓✓	
Improve the priority roads A941, A98 and B9016 based on available action plans where applicable.	?	✓✓	?	?	?	?	?	?	✓✓ ✓✓	?	?	✓✓	
Support Transport Scotland in the development of the bypass of Fochabers/ Mosstodach and continue to pursue the case for bypasses of Elgin and Keith.	=	✓✓	=	=	=	=	=	=	✓✓ ✓✓	=	=	✓✓	
Provide improvements on other parts of the network within Moray where appropriate.	?	✓✓	?	?	?	?	?	?	✓✓ ✓✓	?	?	✓✓	<ul style="list-style-type: none"> <li>Environmental impacts will be dependent on the proposed upgrades required. Any interventions relative to upgrading/maintenance of infrastructure likely to require further detailed environmental assessment at project level if there is any potential for impact on designated sites or species.</li> <li>Consultation should be undertaken with SNH/Moray Council Environmental Planning to ensure compliance</li> <li>Will improve accessibility in rural areas and therefore improve access to amenities and quality of life</li> </ul>
Continue to provide upgrades to rural, single track roads where appropriate.	?	✓✓	?	?	?	?	?	?	✓✓ ✓✓	?	?	✓✓	<ul style="list-style-type: none"> <li>Environmental impacts will be dependent on the proposed upgrades required. Any interventions relative to upgrading/maintenance of infrastructure likely to require further detailed environmental assessment at project level if there is any potential for impact on designated sites or species.</li> <li>Consultation should be undertaken with SNH/Moray Council Environmental Planning to ensure compliance</li> </ul>

LTS Actions Roads	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
													<ul style="list-style-type: none"> <li>Will improve accessibility in rural areas and therefore improve access to amenities and quality of life</li> </ul>
Complete development of the Asset Management Plan	=	✓✓	=	=	=	=	=	=	✓✓ ✓	=	=	✓✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Will focus network improvements on areas where issues have been identified.</li> </ul>
Implement the Asset Management Plan	?	✓✓	?	?	?	?	?	?	✓✓ ✓	?	?	✓✓	<ul style="list-style-type: none"> <li>Will focus network improvements on areas where issues have been identified.</li> <li>Environmental impacts will be dependent on the proposed interventions as part of the Asset Management Plan. Any interventions relative to upgrading/maintenance of infrastructure likely to require further detailed environmental assessment at project level if there is any potential for impact on designated sites or species.</li> </ul>
As part of the Asset Management Plan, introduce an area wide database for ranking road, footway, cycleway and structure by condition	=	✓✓	=	=	=	=	=	=	✓✓ ✓	=	=	✓✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Will focus network improvements on areas where issues have been identified</li> </ul>
Maintain and extend the inventory database to include all appropriate roads related assets	=	✓✓	=	=	=	=	=	=	✓✓ ✓	=	=	✓✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Will focus network improvements on areas where issues have been identified</li> </ul>
Where appropriate, provide measures to mitigate and adapt to climate change.	✓	✓✓	=	?	=	=	=	✓✓ ✓	✓✓ ✓	=	=	✓✓	<ul style="list-style-type: none"> <li>This Action will ensure that transport infrastructure has been climate-proofed where appropriate e.g. in areas where landslides/landslips have been an issue in the past or where flooding has caused transport disruption. This can apply to existing and new infrastructure.</li> <li>Climate adaptation and mitigation will reduce impacts on residents and businesses and reduce the potential for disruption to services.</li> </ul>
Carry out assessments on structures as required in the Asset Management Plan	✘	✓✓	?	?	?	?	?	?	✓✓ ✓	?	?	✓✓	<ul style="list-style-type: none"> <li>There is potential for impacts on protected species, particularly bats relative to work on bridges, buildings and any trees that may be affected by structural maintenance and/or upgrades.</li> <li>Consultation should be undertaken with SNH/Moray Council</li> </ul>

LTS Actions Roads	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
													Environmental Planning to ensure compliance with European Protected Species legislation before any proposed work is undertaken.
Carry out necessary actions including strengthening or replacement where necessary	x	✓✓	?	?	?	?	?	?	✓✓ ✓	?	?	✓✓	<ul style="list-style-type: none"> <li>There is potential for impacts on protected species, particularly bats relative to work on bridges, buildings and any trees that may be affected by structural maintenance and/or upgrades.</li> <li>Consultation should be undertaken with SNH/Moray Council Environmental Planning to ensure compliance with European Protected Species legislation before any proposed work is undertaken.</li> </ul>
Provide an appropriate level of maintenance on roads, footways, street lighting, cycle ways and bridges carrying public roads.	x	✓✓	?	?	?	?	?	?	✓✓ ✓	?	?	✓✓	<ul style="list-style-type: none"> <li>Environmental impacts will be dependent on the proposed maintenance required. Any interventions relative to upgrading/maintenance of infrastructure likely to require further detailed environmental assessment at project level if there is any potential for impact on designated sites or species.</li> <li>Consultation should be undertaken with SNH/Moray Council Environmental Planning to ensure compliance</li> <li>Will seek to deliver improvements to transport network infrastructure which should benefit residents and businesses in Moray</li> </ul>
Continue to develop and deliver the Elgin Traffic Management Programme.	?	✓✓	?	?	?	?	?	?	✓✓ ✓	?	?	✓✓	<ul style="list-style-type: none"> <li>Elgin Traffic Management includes support for Elgin Bypass and Road Infrastructure Improvements. Environmental impacts will be dependent on the proposed interventions. Elgin Bypass will require further detailed environmental assessment at project level to assess the proposed alignment and potential impacts on Loch Spynie SSSI/SPA/Ramsar and Quarrywood SSSI</li> <li>Consultation should be undertaken with SNH/Moray Council Environmental Planning to ensure compliance</li> <li>Will seek to deliver improvements to transport network infrastructure which should benefit residents and businesses in Moray</li> </ul>
Following consultation, publish the Roads Hierarchy Plan for Elgin.	=	✓✓	=	=	=	=	=	=	✓✓ ✓	=	=	✓✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Will focus network improvements on areas where issues have been identified</li> </ul>
Implement the above Roads Hierarchy Plan.	?	✓✓	?	?	?	?	?	?	✓✓ ✓	?	?	✓✓	<ul style="list-style-type: none"> <li>Environmental impacts will be dependent on the proposed maintenance required. Any interventions relative to upgrading/maintenance of infrastructure likely to require further detailed environmental assessment at project level if there is any potential for</li> </ul>

LTS Actions Roads	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
													impact on designated sites or species. • Consultation should be undertaken with SNH/Moray Council Environmental Planning to ensure compliance • Will seek to deliver improvements to transport network infrastructure which should benefit residents and businesses in Moray
Apply "Designing Streets" policy to new road schemes and new developments.	=	✓✓	=	=	=	=	=	=	✓✓ ✓	=	=	✓✓	• No likely adverse environmental impacts will arise from this objective • Will have positive benefits for residential areas and new development through design of streets for pedestrians rather than focussing on car use and roads.

**ROADS- COMMITTED SCHEMES**

Roads Committed Schemes	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
STPR Intervention 4 – Targeted programme of measures to reduce accident severity in North and West Scotland.	?	✓✓ ✓	?	?	?	?	?	?	✓✓ ✓	?	?	✓✓ ✓	<ul style="list-style-type: none"> <li>Engineering measures to improve road safety may have a negative environmental effect on biodiversity and nature conservation, particularly where measures require land take. SNH should be consulted on all significant proposed engineering schemes taken forward under the road safety plan.</li> <li>There are positive effects of targeting road safety measures in areas known to be accident blackspots. Reducing accidents on Morays roads will encourage use of roads by other road users e.g. cyclists, walkers, horse riders etc.</li> </ul>
A96 Fochabers /Mosstodloch Bypass.	=	✓✓	=	=	=	=	=	=	✓✓ ✓	=	=	✓✓	<ul style="list-style-type: none"> <li>Scheme is under construction and was the subject of EIA therefore there are no outstanding issues relative to environment.</li> </ul>
A96 Threapland scheme.	=	✓✓	=	=	=	=	=	=	✓✓ ✓	=	=	✓✓	<ul style="list-style-type: none"> <li>Scheme was the subject of EIA therefore there are no outstanding issues relative to environment.</li> <li>Physical intervention is not close to and therefore does not impact on Natura site . Improvements are within 30m of Loch Oire Site of Special Scientific Interest (SSSI) but there are no direct impacts or indirect impacts after mitigation.</li> </ul>
Re-construction of Pansport Bridge as part of the Elgin Flood Alleviation Scheme.	=	✓✓	=	=	=	=	=	=	✓✓ ✓	=	=	✓✓	<ul style="list-style-type: none"> <li>Physical intervention is not close to any Natura interests and therefore there are no impacts on Natura sites. Will be subject to further detailed assessment.</li> <li>This Action will ensure that transport infrastructure has been climate-proofed to cope with flood events.</li> <li>Climate adaptation and mitigation will reduce impacts on residents and businesses and reduce the potential for disruption to services.</li> </ul>

**10.0 ASSESSMENT OF ACTION PLAN – FREIGHT**

LTS Actions Freight	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
Continue to work with the Timber Transport Group	=	✓✓	=	=	=	=	=	=	✓✓ ✓	=	=	✓✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Will have positive benefits for economy in Moray as Timber is a key industry in the region</li> </ul>
Continue to develop a programme of rural road strengthening on routes with high levels of HGV usage	?	✓✓ ✓	?	?	?	?	?	?	✓✓ ✓	?	?	✓✓ ✓	<ul style="list-style-type: none"> <li>Environmental impacts will be dependent on the proposed maintenance required. Any interventions relative to upgrading/maintenance of infrastructure likely to require further detailed environmental assessment at project level if there is any potential for impact on designated sites or species.</li> <li>Consultation should be undertaken with SNH/Moray Council Environmental Planning to ensure compliance</li> <li>Will seek to deliver improvements to transport network infrastructure which should benefit residents and businesses in Moray</li> <li>Should also improve road safety by improving road surface in areas affected by degradation.</li> </ul>
Promote increased capacity for rail freight on the Inverness to Aberdeen line.	=	✓✓ ✓	=	=	=	✓✓ ✓	=	✓✓ ✓	✓✓ ✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>Will seek to deliver improvements to transport network infrastructure which should benefit residents and businesses in Moray</li> <li>Should also improve road safety by reducing HGV traffic on key routes</li> <li>Will reduce air quality impacts on key routes through promoting shift to rail freight over road shipment and will contribute to emissions reduction commitment</li> </ul>
Encourage the use of rail freight facilities within Moray including Elgin Rail Freight Yard and rail freight facilities at Keith.	=	✓✓ ✓	=	=	=	✓✓ ✓	=	✓✓ ✓	✓✓ ✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>Will seek to deliver improvements to transport network infrastructure which should benefit residents and businesses in Moray</li> <li>Should also improve road safety by reducing HGV traffic on key routes</li> <li>Will reduce air quality impacts on key routes through promoting shift to rail freight over road shipment and will contribute to emissions reduction commitment</li> </ul>



**11.0 ASSESSMENT OF ACTION PLAN – TRAVEL BEHAVIOUR**

LTS Actions Travel Behaviour	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
Develop land-use policies to reduce car-dependency	=	✓✓ ✓	=	=	=	✓✓ ✓	=	✓✓	✓✓ ✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> <li>Action seeks to reduce promote modal shift and travel choice through early intervention e.g. integrating public transport routes to new developments etc. Will contribute towards reduction in emissions and therefore will have local benefits for air quality and will contribute to national emission reduction targets.</li> <li>Modal shift should have a positive impact on levels of congestion particularly within existing settlements and therefore reduce journey times for local residents and companies relying on road transport for goods and services.</li> </ul>
Incorporate land-use policies developed in the Local Plan	?	✓✓ ✓	?	?	?	?	?	?	✓✓ ✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> <li>Will ensure that land use policies and transport integration are key to decision making and recognise the importance of reduction in dependence on car for homes/businesses</li> </ul>
Implement land-use policies developed above	?	✓✓ ✓	?	?	?	?	?	?	✓✓ ✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> <li>Will ensure that land use policies and transport integration are key to decision making and recognise the importance of reduction in dependence on car for homes/businesses</li> </ul>
Monitor and adjust land-use/transport policies	?	✓✓ ✓	?	?	?	?	?	?	✓✓ ✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Positive impacts on accessibility, health and quality of life for residents in Moray.</li> <li>Will ensure that land use policies are having a positive impact and that improvements are made to policy as required.</li> </ul>
Maintain and monitor the Council's own	=	✓✓ ✓	=	=	=	✓✓ ✓	=	✓✓	✓✓ ✓	=	=	✓✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective</li> <li>Positive impacts on accessibility, health and quality of life for residents</li> </ul>

LTS Actions Travel Behaviour	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
Travel Plan													<p>in Moray.</p> <ul style="list-style-type: none"> <li>Action seeks to reduce promote modal shift and travel choice through early intervention e.g. integrating public transport routes to new developments etc. Will contribute towards reduction in emissions and therefore will have local benefits for air quality and will contribute to national emission reduction targets.</li> <li>Modal shift should have a positive impact on levels of congestion particularly within existing settlements and therefore reduce journey times for local residents and companies relying on road transport for goods and services.</li> </ul>
Review and adjust the Council's own Travel Plan	=	✓✓ ✓	=	=	=	✓✓ ✓	=	✓✓	✓✓ ✓	=	=	✓✓ ✓	As Above
Consult with large local organisations to encourage and assist them in developing their own Travel Plan	=	✓✓ ✓	=	=	=	✓✓ ✓	=	✓✓	✓✓ ✓	=	=	✓✓ ✓	As Above
Work with Development Control to implement Travel Plan measures in new developments	=	✓✓ ✓	=	=	=	✓✓ ✓	=	✓✓	✓✓ ✓	=	=	✓✓ ✓	<p>As Above</p> <ul style="list-style-type: none"> <li>Will ensure that land use policies and transport integration are key to decision making and recognise the importance of reduction in dependence on car for homes/businesses</li> </ul>

**12.0 ASSESSMENT OF ACTION PLAN – TRAFFIC MANAGEMENT**

LTS Actions Traffic Management	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
Work with NHS Grampian to improve staff and patient transport and also car parking facilities at hospitals and other health facilities in Moray	?	✓ ✓	?	?	?	?	?	?	✓ ✓	?	?	✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective but will depend on location of intervention and adherence to best practice in terms of environmental protection. Compliance with environmental regulation will be required.</li> <li>Positive impacts on accessibility to health care for patients and relatives will improve their experience of attending hospitals/health facilities.</li> <li>Improved transport arrangements would benefit both staff and patients and reduce congestion in and around facilities</li> </ul>
Continue to address backlog of maintenance works for Moray Council car parks	?	✓ ✓	?	?	?	?	?	?	✓ ✓	?	?	✓ ✓	<ul style="list-style-type: none"> <li>No likely adverse environmental impacts will arise from this objective but will depend on location of intervention and adherence to best practice in terms of environmental protection. Compliance with environmental regulation will be required.</li> </ul>
Work with the Scottish Government to improve safety on trunk roads.	=	✓ ✓	=	=	=	✓ ✓	=	✓ ✓	✓ ✓	=	=	✓ ✓	<ul style="list-style-type: none"> <li>No environmental impacts are anticipated to result from support of Scottish Government in improved safety on Trunk Roads. SG will undertake environmental assessment if required.</li> <li>Reduction in accidents on the trunk road network in Moray will have positive impacts for population and health and also material assets through reductions in accident costs.</li> <li>Support of road safety campaigns will ensure that National and local approaches to road safety are consistent and therefore the messages to the public are clear and consistent.</li> </ul>
Continue programme of road safety education in schools and for young drivers.	=	✓ ✓	=	=	=	✓ ✓	=	✓ ✓	✓ ✓	=	=	✓ ✓	<ul style="list-style-type: none"> <li>Targeted education and schemes to train young drivers will reduce accidents involving young people.</li> <li>Positive impacts for population and health and also material assets through reductions in accident costs.</li> </ul>
Continue to monitor, review and update the Road Safety Plan	=	✓ ✓	=	=	=	✓ ✓	=	✓ ✓	✓ ✓	=	=	✓ ✓	<ul style="list-style-type: none"> <li>Initiatives brought forward by the Moray Road Safety Group to improve road safety will ensure that communities feel safe using the local and trunk road network and that the network is used by a variety of road users.</li> <li>Measures brought forward by implementing the Road Safety Plan will</li> </ul>

LTS Actions Traffic Management	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	Comments
													<p>have significant positive impacts on population and human health. Targeting user groups has been shown to reduce accidents and therefore, the adoption and implementation of schemes as part of the Plan will add to these successes.</p> <ul style="list-style-type: none"> <li>Encouraging other modes of transport such as walking and cycling and the promotion of schemes to encourage young people in particular to become active will reduce incidences of illness due to inactivity e.g. obesity and heart disease.</li> <li>There may be small scale benefits to climate from increased modal shift and through encouraging people to leave their cars at home for short local journeys where possible e.g. walking to school through 'Safer Routes to School' commitments.</li> </ul>
<p>Provide improvements on roads in Moray to address road safety issues identified in the road safety plan and through annual road accident analysis.</p>	?	✓ ✓	?	?	?	?	?	?	✓ ✓	?	?	✓ ✓	<ul style="list-style-type: none"> <li>Engineering measures to implement the road safety plan may have a negative environmental effect on biodiversity and nature conservation, particularly where measures require land take. SNH should be consulted on all significant proposed engineering schemes taken forward under the road safety plan.</li> <li>There are positive effects of targeting road safety measures in areas known to be accident blackspots. Reducing accidents on Morays roads will encourage use of roads by other road users e.g. cyclists, walkers, horse riders etc.</li> <li>Reducing accidents will allow budgets to be reallocated and more spent on road safety schemes to improve future road safety e.g. education and encouragement measures.</li> </ul>

**TRAFFIC MANAGEMENT - COMMITTED SCHEMES**

<b>Roads Committed Schemes</b>	Biodiversity	Population & Health	Geology etc	Land Use	Water Quality	Air Quality	Noise & Vibration	Climatic Factors	Material Assets	Cultural Heritage	Landscape & Visual	Quality of Life	<b>Comments</b>
STPR Intervention 4 – Targeted programme of measures to reduce accident severity in North and West Scotland.	?	✓✓ ✓	?	?	?	?	?	?	✓✓ ✓	?	?	✓✓ ✓	<ul style="list-style-type: none"> <li>Engineering measures to improve road safety may have a negative environmental effect on biodiversity and nature conservation, particularly where measures require land take. SNH should be consulted on all significant proposed engineering schemes taken forward under the road safety plan.</li> <li>There are positive effects of targeting road safety measures in areas known to be accident blackspots. Reducing accidents on Morays roads will encourage use of roads by other road users e.g. cyclists, walkers, horse riders etc.</li> </ul>
A96 Fochabers /Mosstodloch Bypass.	=	✓✓	=	=	=	=	=	=	✓✓ ✓	=	=	✓✓	<ul style="list-style-type: none"> <li>Scheme is under construction and was the subject of EIA therefore there are no outstanding issues relative to environment.</li> </ul>
A96 Threapland scheme.	=	✓✓	=	=	=	=	=	=	✓✓ ✓	=	=	✓✓	<ul style="list-style-type: none"> <li>Scheme was the subject of EIA therefore there are no outstanding issues relative to environment.</li> <li>Physical intervention is not close to and therefore does not impact on Natura site . Improvements are within 30m of Loch Oire Site of Special Scientific Interest (SSSI) but there are no direct impacts or indirect impacts after mitigation.</li> </ul>