

# SCREENING REPORT

## STEP 1 – DETAILS OF THE PLAN

**Responsible Authority:**

Aberdeen City Council

**Title of the plan:**

North East Scotland Roads Hierarchy Study and Sustainable Urban Mobility Plan (SUMP)

**What prompted the plan:**

(e.g. a legislative, regulatory or administrative provision)

The imminent opening of the Aberdeen Western Peripheral Route (AWPR) offers an opportunity for Aberdeen City Council to revise its current road classification and consider what measures may be required on different classes of roads to ensure full advantage is taken of the new bypass to facilitate and encourage more sustainable journeys; and to take advantage of the city centre traffic reduction anticipated to arise from the AWPR, to implement a range of measures to enhance active travel and public transport priority in the city centre.

**Plan subject:**

(e.g. transport)

Transport

**Screening** is required by the Environmental Assessment (Scotland) Act 2005.

Based on Boxes 3 and 4, our view is that:

**An SEA is required, as the environmental effects are likely to be significant:** Please indicate below what Section of the 2005 Act this plan falls within

Section 5(3)

Section 5(4)

**An SEA is not required, as the environmental effects are unlikely to be significant:** Please indicate below what Section of the 2005 Act this plan falls within

Section 5(3)

Section 5(4)

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**Date:**

4/12/18

## STEP 2 – CONTEXT AND DESCRIPTION OF THE PLAN

### Context of the Plan:

A new Roads Hierarchy is being developed to encourage best use of the revised transport network in Aberdeen, resulting from the opening of the Aberdeen Western Peripheral Route (AWPR), and to support implementation of the adopted Aberdeen City Centre Masterplan (CCMP).

This will see the identification of new priority routes for the movement of people, with, for example, the AWPR becoming the new primary orbital route, primary radials being those roads connecting the AWPR to key destinations, secondary radials being those roads linking primary radials to key destinations, secondary orbitals being unofficial city centre bypasses, and so on.

The primary objectives are to encourage as much traffic as possible to use the new bypass and primary routes, while discouraging private vehicles from 'rat running' through residential and other inappropriate area and travelling through the city centre. The city centre should be a destination, rather than a through-route for private vehicular traffic, thus supporting the CCMP's vision for the city centre as a place for people rather than private vehicles.

The study is also considering the characteristics of a revised hierarchy in the context of the movement of people having precedence over the movement of vehicles – for example should all primary radial routes have bus priority and high-quality cycling facilities? The Roads Hierarchy will therefore likely set the context for future transport improvements on key corridors throughout the city, most likely roadspace reallocation to sustainable forms of transport.

The Sustainable Urban Mobility Plan (SUMP) supports the Roads Hierarchy by identifying a range of measures to improve the permeability and accessibility for walking, cycling and public transport to, from and within the city centre.

These projects are being undertaken in the context of the Nestrans Regional Transport Strategy (RTS) for the North East of Scotland and the Aberdeen Local Transport Strategy (LTS) both of which recognise the need to 'lock in' the benefits of the AWPR, particularly the opportunities for sustainable transport improvements arising from the removal of a significant proportion of vehicular traffic from city roads. A revised Roads Hierarchy is also a significant enabler of the transport improvements identified in the CCMP which was adopted by Aberdeen City Council in 2015.

### Description of the Plan:

The vision is of a Roads Hierarchy, making best use of the city's road network, which:

- Enables delivery of key elements in the City Centre Masterplan, and facilitates promotion of the city centre as an accessible destination;
- Takes advantage of the opportunities afforded by recent and forthcoming road and rail improvements to support a reduction in through traffic which crosses the city centre;
- Facilitates promotion of a high quality, attractive city centre that prioritises the movements of those walking, cycling and using public transport;

- Prioritises movement on the AWPR and radial routes on the transport network to move people to and from principal destinations and city centre destinations;
- Promotes and enhances public transport and active travel access across the city, and to the city centre; and
- Supports continued sustainable economic growth in the city.

The vision of the SUMP is *A city centre transport network that enhances accessibility and permeability by those walking, cycling and using public transport and which contributes to wider aspirations to deliver a safe, sustainable and economically buoyant city centre with an enhanced sense of place.* The vision is supported by the following objectives:

- To support delivery of the Aberdeen City Centre Masterplan by contributing to the regeneration of the city centre and developing a network of streets that prioritise the movement of people over the movement of vehicles, whilst maintaining necessary and efficient access for business and industry;
- To minimise the adverse environmental impacts of transport in the city centre and incorporate green infrastructure into new transport schemes wherever possible;
- To ensure that the city centre is accessible to, and safe for, all and is resilient to the effects of climate change;
- To encourage and enable more walking and cycling in the city centre, particularly through the provision of more and better infrastructure;
- To improve the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times;
- To improve connectivity between key destinations in and around the city centre by sustainable modes of transport;
- To support and encourage all vehicular journeys within the city centre to be undertaken in low emission vehicles; and
- To raise awareness of opportunities for travel to, from and within the city centre by clean and sustainable forms of transport, including the potential for multimodal journeys.

The Roads Hierarchy study will therefore set the context for future transport improvements on key corridors throughout Aberdeen City. For example, if determined that all primary radial routes should have bus priority and formal cycle facilities, efforts of the Council in future years should be focussed on delivering these improvements.

Likewise, the SUMP will set the context for future transport improvements in Aberdeen City Centre in particular, reflecting any agreed revisions to the Roads Hierarchy and the vision of the CCMP.

The CCMP has a 20-25 year timeframe (to 2040). As both these pieces of work aim to support delivery of the CCMP, it is anticipated that implementation will take place over the same period.

Both pieces of work are key projects emanating from the RTS and LTS.

**What are the key components of the plan?**

They key components of the plan are revisions to the city-wide road classification and proposals for city centre transport improvements.

**Have any of the components of the plan been considered in previous SEA work?**

The RTS and LTS, from which these projects arise, have both been subject to comprehensive SEA.

The LTS in particular contains the following objectives (and associated actions) which were fully assessed within the SEA for the LTS:

- Road Carriageway and Footway Maintenance - To improve the condition of the road, footway and cycle networks;
- Walking - To increase the number of people walking, both as a means of travel and for recreation, in recognition of the significant health and environmental benefits it can bring to our citizens;
- Cycling - To foster a cycling culture in Aberdeen by improving conditions for cycling in Aberdeen so that cycling becomes an everyday, safe mode of transport for all;
- Bus - To increase public transport patronage by making bus travel an attractive option to all users and competitive with the car in terms of speed and cost;
- Road Improvements - To implement a programme of road improvement schemes to complement the AWPR in order to facilitate a restructuring of the roads hierarchy, minimising through traffic in the City Centre whilst reducing congestion, improving connectivity and addressing air quality concerns; and
- Public Realm and Sustainable Urban Mobility Plan (SUMP) - To improve the public realm by prioritising pedestrians, cyclists and public transport with consequent traffic circulation (to enhance environment, aesthetic quality and air quality of the City) for the benefit of shoppers, visitors and residents.

**In terms of your response to Boxes 7 and 8 above, set out those components of the plan that are likely to require screening:**

It is anticipated that the Roads Hierarchy and SUMP, and any individual projects arising from these pieces of work, have been considered within the wider SEAs undertaken for the RTS and LTS, hence no further assessment is required.

**STEP 3 – IDENTIFYING INTERACTIONS OF THE PLAN WITH THE ENVIRONMENT AND  
CONSIDERING THE LIKELY SIGNIFICANCE OF ANY INTERACTIONS (Error! Reference source not found.)**

Plan Components	Environmental Topic Areas										Explanation of Potential Environmental Effects	Explanation of Significance
	Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Climatic factors	Material assets	Cultural heritage	Landscape	Inter-relationship issues		
Roads Hierarchy	x	✓	x	x	✓	✓	✓	x	x	x	Projects arising from the Roads Hierarchy are likely to be alterations to existing transport corridors for the benefit of active travel and public transport, hence represent a minor change to material assets. Encouraging and facilitating more walking and cycling will have positive impacts on human health, while modal shift to active travel and public transport (which this project seeks to engender) will see improvements to air quality and a reduction in carbon dioxide emissions.	Changes to material assets will be minor.  Impacts on human health, air quality and climatic factors could be significant depending on the Road Hierarchy's ability to encourage behaviour change.
SUMP	x	✓	x	x	✓	✓	✓	x	x	x	Projects arising from the SUMP are likely to be alterations to existing transport corridors for the benefit of active travel and public transport, hence represent a minor	Changes to material assets will be minor.  Impacts on human health, air quality and climatic factors could be

											change to material assets. Encouraging and facilitating more walking and cycling will have positive impacts on human health, while modal shift to active travel and public transport (which this project seeks to engender) will see improvements to air quality in the city centre Air Quality Management Area and a reduction in carbon dioxide emissions.	significant dependant on the SUMP's ability to encourage behaviour change.
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#### STEP 4 – STATEMENT OF THE FINDINGS OF THE SCREENING

**Summary of interactions with the environment and statement of the findings of the Screening:**  
 (Including an outline of the likely significance of any interactions, positive or negative, and explanation of conclusion of the screening exercise.)

It is the opinion of Aberdeen City Council that, although the Roads Hierarchy and SUMP could have significant positive effects on the environment (particularly in terms of human health, air quality and climatic factors), these impacts have already been fully assessed within the SEAs undertaken for the overarching regional and local transport strategies from which these projects have developed hence no further or individual SEAs are required for these projects.

When completed send to: [SEA.gateway@scotland.gsi.gov.uk](mailto:SEA.gateway@scotland.gsi.gov.uk) or to the SEA Gateway, Scottish Government, Area 2H (South), Victoria Quay, Edinburgh, EH6 6QQ.