

# SCREENING REPORT

## STEP 1 – DETAILS OF THE PLAN

**Responsible Authority:**

Perth & Kinross Council

**Title of the plan:**

Perth Cycle Network Plan

**What prompted the plan:**  
(e.g. a legislative, regulatory or administrative provision)

Requirement for further guidance on Transport policy set out in the Proposed Local Development Plan 2 (LDP).

**Plan subject:**  
(e.g. transport)

Cycle network provision encouraging a modal shift towards cycling as a sustainable mode of 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)

**Contact details:**

Katie Briggs - Planning Officer  
Development Plan Team  
Planning & Development, The Environment Service,  
Perth & Kinross Council, Pullar House,  
35 Kinoull Street, Perth. PH1 5GH  
[katiebriggs@pkc.gov.uk](mailto:katiebriggs@pkc.gov.uk) 01738 475390

**Date:**

19/12/2018

## STEP 2 – CONTEXT AND DESCRIPTION OF THE PLAN

### Context of the Plan:

Proposed LDP2 Policy 4: Perth City Transport and Active Travel sets out the general principles in respect of the key routes and corridors to be targeted for improvements with greater priority being given to public transport, walking and cycling on these key routes. It also shows key routes and corridors on a map. The Perth Cycle Network Plan creates a schematic cycle network connecting those destinations mentioned in Policy 4 and included on its map, and establishes what a complete cycle network in Perth will look like.

The link to the detailed Perth Cycle Network Plan is set out within the Policy 58B Transport Standards and Accessibility Requirements. The guidance is mentioned in general terms in Proposed LDP2 Policy 58 as follows: ‘Non- statutory Guidance for Transport will give guidance on sustainable and active travel: requirements for public transport availability in new developments: provision of infrastructure to support low and ultra-low emission vehicles: provision of infrastructure for shared vehicle use (such as car clubs): and low car or no car developments in highly accessible areas. It will also provide information about when transport assessment or statement is required and provide guidance on travel plans.’ However Proposed LDP2 is currently at Examination and the Council would not mind and has suggested that the Reporter could enhance and clarify this reference and add a more specific mention of the Cycle Network Plan with the addition of the text underlined within Policy 58 as follows: ‘Note: Non- statutory Guidance for Transport will give guidance on sustainable and active travel and the infrastructure requirements (such as Perth Cycle Network Plan)’.

The SEA of the Proposed LDP2 considered Policy 4 and 58, and this associated non-statutory Guidance is designed to deliver positive effects on modal shift in Perth. The application of this non-statutory Guidance does not seek to change or amend any policies contained within this higher level plans but rather provide additional detail and guidance on the implementation of development plan policies.

### Description of the Plan:

The Perth Cycle Network Plan non- statutory guidance gives details on the key design principles and some implementation guidance in cycle infrastructure terms to help deliver Policy 4 of Proposed LDP2, and policy 2 of TAYplan Strategic Development Plan, and supports modal shift on the key transport routes and corridors. It considers alignment options and route priorities. It undertakes an initial assessment of the likely benefits and constraints of each corridor, for the purpose of informing short/medium term investment decisions.

Guidance will be reviewed as and when necessary alongside its delivery. It can be easily be updated due to its non-statutory nature. It is expected to evolve as the designs of specific schemes are progressed or new opportunities arise.

The guidance focusses on the City of Perth and its nearby towns and villages: Scone, Bridgend, Bridge of Earn, Almondbank, and Luncarty. Although not considered in detail, connections to the wider region and beyond have been included in the review, to create a masterplan integrated with the regional and national cycle network.

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

Identifying the policy framework and previous studies  
Cycling demands and network functions  
Core routes alignment options  
Core routes assessment  
Design principles for the core routes  
Concept design guidance

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

Both the Proposed LDP2 and the higher level TAYplan Strategic Development Plan have undergone SEA (SEA Gateway references SEA\01082 and SEA\00869 respectively). The Perth Cycle Network Plan takes forward the work already undertaken through the SEA process for the Perth and Kinross Local Development Plan (LDP) 2 and the TAYplan Strategic Development Plan 2016-2036.

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

Cycling demands and network functions  
Core routes alignment options  
Core routes assessment  
Design principles for the core routes  
Concept design guidance

**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		
Cycling demands and network functions	x	✓	x	x	✓	x	x	x	x	x	Technical assessment of demand looking at existing and future significant trip generators.	Negligible, the Proposed LDP2 Policy 4 already identified key routes. Further identifying the demands allows the maximum cost benefit to be derived from route improvement in terms of emissions, air quality and health.
Core routes alignment options	x	✓	x	x	✓	x	x	x	x	x	Sets the context for future cycling projects and activities in Perth City.	Negligible, identifying the optimum alignment of routes for improvement schemes is likely to have beneficial although non-significant effects.
Core routes assessment	x	✓	x	x	✓	x	x	x	x	x	Sets the priority for future cycling projects and activities in Perth City.	Negligible, benefits analysis takes account of areas of deprivation and lower car ownership areas where benefits are likely to be more significant. Identifying appropriate prioritisation is likely to have beneficial although non-significant effects.
Design principles for the core routes	x	✓	x	x	✓	x	x	✓	✓	x	Sets appropriate design principles taking other users particularly public transport users and pedestrians into consideration. Also considers how to deliver attractive amenity.	Negligible, identifying appropriate principles is likely to have beneficial although non-significant effects.

Concept design guidance	x	✓	x	x	✓	x	x	✓	✓	x	Develops a range of options whilst considering their impact on other users, particularly public transport users and pedestrians. Also considers how to deliver attractive amenity.	Negligible, non-significant impacts likely as the delivery options will be largely within existing road space.
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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.)

The Perth City Network Plan Guidance provides guidance to ensure cycle improvements are targeted appropriately and delivered to maximise benefits. Perth and Kinross Council considers that SEA of the Guidance note is not required because significant environmental issues have already been assessed through the SEA of the higher level plans. This is detailed delivery and procedural guidance which conforms with the policies of the higher level plan. There is likely to be limited beneficial effects but these would be limited in scale and attributed to the implementation of LDP2 policies, not the guidance itself. It is not the guidance that will have positive effects but the implementation of LDP2 policies for which the guidance provides further detail.

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.

