

Comments for Planning Application 200366/DPP

Application Summary

Application Number: 200366/DPP

Address: Road Corridor Between Ashgrove Road And St Machar Drive Aberdeen

Proposal: Formation of road with associated footways, cycle tracks, street lighting, drainage, landscaping, earthworks and associated works (Berryden Corridor Improvement Project)

Case Officer: Matthew Easton

Customer Details

Name: Mr Colin Howden

Address: Transform Scotland, 5 Rose Street, Edinburgh EH2 2PR

Comment Details

Commenter Type: Amenity Body

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Dear Sir/Madam,

I am writing on behalf of Transform Scotland, the national alliance for sustainable transport.

We request that our objection to the 'Berryden corridor improvement' project be registered.

A road building project, which aims to provide increased capacity for private motorised vehicles in a dense urban environment, as the 'Berryden corridor improvement' does, is not consistent with national transport and planning objectives and fails to effectively address the challenge of reducing congestion along the Berryden corridor.

The National Transport Strategy, which was published in February 2020, identifies four main priorities for the transport systems in Scotland, to reduce inequalities, taking climate action, helping deliver inclusive economic growth and improving health and wellbeing. The 'Berryden corridor improvement' project fails to address any of these priorities. Especially in the context of the climate crisis, moving forward with a proposal that increases space allocated to private motor vehicle appears ill-conceived and contrary to Scotland's plan to become carbon neutral by 2040. Furthermore, we strongly question the claim that the scheme would reduce congestion along the corridor, while simultaneously providing additional capacity to reroute traffic from the city centre. These two aims appear to be contradictory to each other. Additionally, the scheme to reduce traffic in the city centre core should aim to reduce motorised traffic rather than simply displacing it. The assumption that the dualling of the corridor will lead to reduced congestion also relies on outdated modelling and assumptions that have been proven to be unfounded. New road building schemes induce demand and rather than discouraging travel by private car, the added capacity that this scheme provides will encourage more people to drive. Especially in the context of large recent expenditure on other road-building schemes in and around Aberdeen, such as the Aberdeen Western Peripheral Route or the Haudagain Roundabout

scheme, this is a misallocation of scarce public funds. Instead these funds would see a better return on investment in high-quality active travel and public transport infrastructure, ensuring that these remain competitive with private vehicle use.

The proposed scheme claims to provide improvements for public transport and active travel and while it does include additional provision for walking and cycling the overall benefits of the scheme to people walking, cycling or using public transport remain questionable.

While the scheme claims that it will improve bus journey times by reducing congestion, we have set out above why we believe that the predicted reduced congestion will not materialise.

Additionally, the proposal does not include any measures to actively prioritise public transport over private vehicle traffic, such as bus priority lanes.

Equally the proposed scheme provides few added benefits for people walking and cycling along the corridor. While the scheme does include improvements for cyclists by providing shared-use paths or on-road cycle lanes along the corridor, the designs in this proposal do not follow best-practice and do not provide adequate facilities to encourage new or more vulnerable cyclists to cycle along this corridor.

The scheme also provides little improvement to the experience of pedestrians along this route. On the contrary, the proposal to share space with cyclists in the Maberley Street to Hutcheon Street section of the scheme will make walking in this section less attractive and the widening of the carriageway will make crossing the road more difficult and dangerous, especially for those with mobility issues.

Overall, the 'Berryden corridor improvement' project is unlikely to provide significant benefits for those users who should be prioritised in an urban environment, namely pedestrians, cyclists, and public transport users and may even affect them adversely. Additionally, the scheme is unlikely to deliver the envisioned reduction of congestion. Transform Scotland therefore strongly objects to this proposal.

Please acknowledge the receipt of this objection.

Yours faithfully,

Colin Howden

Director, Transform Scotland