

# Public Document Pack

## ADDITIONAL CIRCULATION



To: Councillor Crockett, Convener; Councillor Taylor; and Councillors Allan, Blackman, Boulton, Corall, Finlayson, Jaffrey, MacGregor, McCaig, Milne, Jean Morrison MBE, Thomson, Young and Yuill.

Town House,  
ABERDEEN 10 March 2014

## **ENTERPRISE, STRATEGIC PLANNING AND INFRASTRUCTURE COMMITTEE**

The undernoted items are circulated in connection with the meeting of the **ENTERPRISE, STRATEGIC PLANNING AND INFRASTRUCTURE COMMITTEE** to be held here in the Town House on **THURSDAY, 13 MARCH 2014 at 2.00 pm.**

JANE G. MACEACHRAN  
HEAD OF LEGAL AND DEMOCRATIC SERVICES

### **B U S I N E S S**

#### **7 PLANNING AND SUSTAINABLE DEVELOPMENT**

7.8 High Hedges Scotland Act 2013 Application Fees (Pages 1 - 12)

7.9 Bus Lane Enforcement Expenditure - Replacement Report (Pages 13 - 24)

Should you require any further information about this agenda, please contact Mark Masson, tel. 522989 or email [mmasson@aberdeencity.gov.uk](mailto:mmasson@aberdeencity.gov.uk)

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## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Strategic Planning and Infrastructure
DATE	13 <sup>th</sup> March 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	High Hedges (Scotland) Act 2013 – Application fees
REPORT NUMBER:	EPI/14/042

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### 1. PURPOSE OF REPORT

The High Hedges (Scotland) Act 2013 allows for the local authority to set a fee to accompany an application for a high hedge notice. This report details the fee proposed.

### 2. RECOMMENDATION(S)

That the committee approves the fee proposed of £382.

### 3. FINANCIAL IMPLICATIONS

Financial implications will be limited to staff resource use and associated costs.

The level of resource and associated costs cannot be predicted as it will be determined by the level of applications submitted, the complexity of applications, the need to enforce notices and the need to defend appeals should they arise.

### 4. OTHER IMPLICATIONS

Input from Corporate Governance is likely to be required once a High Hedge notice requires to be served.

### 5. BACKGROUND/MAIN ISSUES

The High Hedges (Scotland) Act 2013 is due to come into force on 1<sup>st</sup> April 2014. The Act places a duty on local authorities, on submission of an application, to determine if the height of a High Hedge adversely affects the enjoyment of the domestic property which an occupant of that property could reasonably expect to have. If the hedge is causing an adverse affect the local authority has a further duty to determine if any immediate and/or preventative action is required. If action is required the local authority may serve a High Hedge notice.

The Act allows for the local authority to set a fee for administering an application.

The average fee in England and Wales for a similar service is £340.

Feedback from other Scottish local authorities has indicated a range of proposed fees;

- £192 - £560
- Average - £381.50

Aberdeen City Council is proposing to set their fee at £382. The fee reflects the fee currently charged for processing a range of planning applications.

The fee reflects 21.5 hours of work at a planning officer grade. The time required to process a 'simple' application; including correspondence, site visit, assessment, reporting to committee and issuing of a High Hedge notice is estimated at 18 hours.

It is considered that few applications will be 'simple'. The Act requires the complainant to attempt to resolve the matter prior to approaching the local authority. The request for a High Hedge notice is considered to be a last resort when communication between neighbours has failed to conclude a satisfactory outcome. Both parties have the option to appeal a High Hedge notice. It is considered that a number of cases are likely to result in appeals which will result in further officer time.

## 6. IMPACT

The implementation of the High Hedges (Scotland) Act 2013 will assist the Council in delivering a number of Single Outcome Agreements.

- (9) We live our lives safe from crime, disorder and danger
- (11) We have strong, resilient and supportive communities where people take responsibility for their own actions and how they affect others.
- (12) We value and enjoy our built and natural environment and protect it and enhance it for future generations.
- (15) Our public services are high quality, continually improving, efficient and responsive to local people's needs.

This report is likely to be of interest to the public as it contains information relating to a new service that will be provided by Aberdeen City Council. There have already been a number of enquires relating to the High Hedges Act by members of the public. It is likely that further interest will be raised due to expected media coverage once the date the Act will come in to force is confirmed.

The Equality and Human Rights Impact Assessment (EHRIA) identified a potential negative impact on people with protected characteristics. Paragraph 9 of the EHRIA states;

- Charging an application fee could negatively impact on those experiencing poverty as it may preclude them from utilising the service.

## 7. MANAGEMENT OF RISK

The setting of a fee may result in both a control and opportunity risk which may impact on several risk classifications; including Financial, People and Customer/Citizen.

It has already been acknowledged that setting too high a fee may negatively impact on those experiencing poverty as they may not be able to access the service.

The setting of a fee will however help ensure that reasonable effort is made by potential applicants to resolve the matter prior to approaching the Council. A fee may also help ensure that this service is not used in a frivolous or vexatious manner.

Whilst a high fee may negatively impact on the ability for some to access the service, too low a fee may result in significant uptake of the service. This may impact on our ability to deliver the service in a timeous manner.

8. BACKGROUND PAPERS

- High Hedges (Scotland) Act 2013
- High Hedge Application Fee's, Heads of Planning Scotland, Knowledge Hub [ONLINE] <https://knowledgehub.local.gov.uk>
- Hedgeline [ONLINE] <http://www.clareh3.webspace.virginmedia.com>
- EHRIA

9. REPORT AUTHOR DETAILS

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# Equality and Human Rights Impact Assessment - the Form

There are separate guidance notes to accompany this form – “Equality and Human Rights Impact Assessment – the Guide.” Please use these guidance notes as you complete this form. Throughout the form, **proposal** should be understood broadly to include the full range of our activities and could refer to a decision, policy, strategy, plan, procedure, report or business case, embracing a range of different actions such as setting budgets, developing high level strategies and organisational practices such as internal restructuring. Essentially everything we do!

## STEP 1: Identify essential information

1. Committee Report No.

2. Name of proposal.

3. Officer(s) completing this form.

Name	Designation	Service	Directorate
Kevin Wright	Environmental Planner	Planning and Sustainable Development	Enterprise, Planning and infrastructure

4. Date of Impact Assessment.

5. When is the proposal next due for review?

6. Committee Name.

7. Date the Committee is due to meet.

8. Identify the Lead Council Service and who else is involved in delivering this proposal (for example other Council services or partner agencies).

Planning and sustainable Development

9. Please summarise this Equality and Human Rights Impact Assessment (EHRIA). This must include any practical actions you intend to take or have taken to reduce, justify or remove any adverse negative impacts. This must also include a summary of how this proposal complies with the public sector equality duty for people with protected characteristics - see Step 2. **Please return to this question after completing the EHRIA.**

Charging an application fee could negatively impact on those experiencing poverty as it may preclude them from utilising the service.

This negative impact could be removed or mitigated against by charging a reduced fee, a concessionary fee or no fee.

10. Where will you publish the results of the Equality and Human Rights Impact Assessment? Tick which applies.

- Para 9 of EHRIA will be published in committee report in Section 6 "Impact"
- Full EHRIA will be attached to the committee report as an appendix
- Copied to Equalities Team to publish on the Council website

## **STEP 2: Outline the aims of the proposal**

11. What are the main aims of the proposal?

The main aim of the proposal is to agree a fee that will accompany an application from members of the public to Aberdeen City Council for a High Hedge notice.

12. Who will benefit most from the proposal?

The fee is aimed at recovering the cost of processing and administering an application for a High Hedge notice.

The outcome of an application generally benefits the individual. The fee ensures that only the individual benefiting from this service bears the cost; consequently the cost of this service does not impact on those who do not benefit from the service.



13. You should assess the impact of your proposal on equality groups and tell us how implementing this proposal will impact on the needs of the public sector equality duty to: eliminate discrimination, harassment and victimisation; advance equality of opportunity; and foster good relations.

The service will be made available to all persons living within Aberdeen City. It is considered that the proposal will have a neutral impact on the delivery of our equality duty.

**STEP 3: Gather and consider evidence**

15. What **evidence** is there to identify any potential positive or negative impacts in terms of involvement, consultation, research, officer knowledge and experience, equality monitoring data, user feedback and other? You must consider relevant evidence, including evidence from equality groups.

Charging an application fee could negatively impact on those experiencing poverty as it may preclude them from utilising the service.

**STEP 4: Assess likely impacts on people with Protected Characteristics**

16. Which, if any, people with protected characteristics and others could be affected positively or negatively by this proposal? Place the symbol in the relevant box. Be aware of cross-cutting issues, such as older women with a disability experiencing poverty and isolation.

(Positive +, neutral 0, - negative)

Protected Characteristics					
Age - Younger Older	0	Disability	0	Gender Reassignment*	0
Marriage or Civil Partnership	0	Pregnancy and Maternity	0	Race**	0
Religion or Belief	0	Sex (gender)***	0	Sexual orientation****	0
Others e.g. poverty	-				

Notes:

\* Gender Reassignment includes Transsexual

\*\* Race includes Gypsy/Travellers

\*\*\* Sex (gender) i.e. men, women

\*\*\*\* Sexual orientation includes LGB: Lesbian, Gay and Bisexual

17. Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above.

In making the assessment you must consider relevant evidence, including evidence received from individuals and equality groups. Having considered all of these elements, you must take account of the results of such assessments. This requires you to consider taking action to address any issues identified, such as removing or mitigating any negative impacts, where possible, and exploiting any potential for positive impact. If any adverse impact amounts to **unlawful discrimination**, the policy must be amended to avert this. Detail the impacts and describe those affected.

<p>Positive impacts (describe protected characteristics affected)</p>	<p>Negative Impacts (describe protected characteristics affected)</p> <p>Charging an application fee could negatively impact on those experiencing poverty as it may preclude them from utilising the service.</p> <p>The above negative impact could be removed or mitigated against by charging a reduced fee, a concessionary fee or no fee.</p> <p>This negative impact does not amount to unlawful discrimination.</p>
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**STEP 5: Human Rights - Apply the three key assessment tests for compliance assurance**

18. Does this proposal/policy/procedure have the potential to interfere with an individual's rights as set out in the Human Rights Act 1998? State which rights might be affected by ticking the appropriate box(es) and saying how. **If you answer "no", go straight to question 22.**

- Article 3 – Right not to be subjected to torture, inhumane or degrading treatment or punishment
- Article 6 – Right to a fair and public hearing
- Article 8 – Right to respect for private and family life, home and correspondence
- Article 10 – freedom of expression
- Other article not listed above

**How?**

**Legality**

19. Where there is a potential negative impact is there a legal basis in the relevant domestic law?

**Legitimate aim**

20. Is the aim of the policy identified in Steps 1 and 2 a legitimate aim being served in terms of the relevant equality legislation or the Human Rights Act?

**Proportionality**

21. Is the impact of the policy proportionate to the legitimate aim being pursued? Is it the minimum necessary interference to achieve the legitimate aim?

**STEP 6: Monitor and review**

22. How will you monitor the implementation of the proposal? (For example, customer satisfaction questionnaires)

No formal monitoring is currently proposed.

23. How will the results of this impact assessment and any further monitoring be used to develop the proposal?

Impacts will be summarised in paragraph 9. This section will be included in the relevant committee report. This will ensure impacts are highlighted to the committee. This will allow for any impacts to be considered as part of discussions pertaining to setting a fee.

### STEP 7 SIGN OFF

The final stage of the EHRIA is formally to sign off the document as being a complete, rigorous and robust assessment.

Person(s) completing the impact assessment.

Name	Date	Signature

Quality check: document has been checked by

Name	Date	Signature

Head of Service (Sign-off)

Name	Date	Signature

#### Now –

Please send an electronic copy of your completed EHRIA - without signatures - together with the proposal to:

Equalities Team  
Customer Service and Performance  
Corporate Governance  
Aberdeen City Council  
**Business Hub 13**  
Second Floor North  
Marischal College  
Broad Street  
Aberdeen  
AB10 1AB

Equality and Human Rights Impact Assessment – the Form.

Telephone 01224 523039 Email [sandrab@aberdeencity.gov.uk](mailto:sandrab@aberdeencity.gov.uk)

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## ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise Strategic Planning and Infrastructure
DATE	13 <sup>TH</sup> March 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Bus Lane Enforcement Expenditure
REPORT NUMBER:	EPI/14/041

### 1. PURPOSE OF REPORT

The purpose of this report is to request agreement of the proposed policy for the use of net Bus Lane Enforcement Income and the list of proposed schemes, which directly or in-directly facilitate the achievement of policies in Aberdeen City Council's Local Transport Strategy as per Scottish Government legislation, to be funded from bus lane enforcement charge notice monies received to date.

### 2. RECOMMENDATION(S)

It is recommended that the Committee:

- a) agree the proposed policy for the use of net Bus Lane Enforcement income and schemes for 2014/15

### 3. FINANCIAL IMPLICATIONS

It is anticipated that the whole life costs of the list of scheme for 2014/15 would be funded from the net bus lane enforcement income.

#### **Aberdeen City Council BLE Budget Allocation 2014/15**

Details	Costs
BLE System Support Costs	£70,000
BLE Staffing Costs	£91,386
LTS Staffing Costs across Council Services	£210,000
<b>Total Costs in 2014/15</b>	<b>£371,386</b>

A further breakdown of financial costs are in Appendix B within this report.

**It should be noted that for more than five years any walking, cycling and public transport initiatives implemented over this**

The additional cameras were purchased from funds generated by bus lane charge notices offences sent out to date to drivers illegally using the bus lanes.

## 5.2 Offences Update

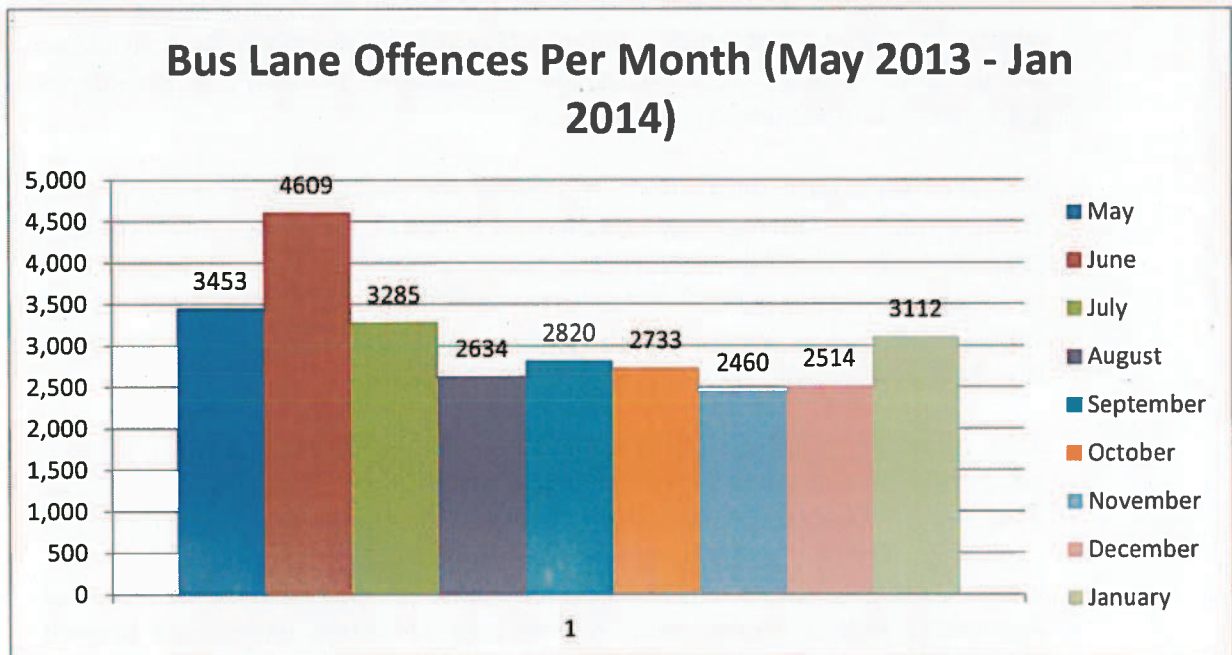
Bus Lane Offences per Month								
May	June	July	Aug	Sept	Oct	Nov	Dec	Jan
3453	4609	3285	2634	2820	2733	2460	2514	3112

As can be seen from the table above the number of bus lane offences are constantly well over 2,000 per calendar month. For the first seven months of operation there have been almost 22,000 charge notices issued. This equates to over 3,000 charge notices per month.

Even if the number of bus lane offences dropped to 2,000 offences per month for the remainder of the financial year this would equate to nearly 30,000 offences captured by the bus lane cameras in the first year of operation.

By Mid-December 2013 over £550,000 has been paid by offenders caught driving illegally in the bus lanes.

It has been estimated, based on current bus lane Charge Notice payment figures, that the total sum of charge notices paid this financial year will be £900,000.





A review of the current BLE schemes will be carried out, by the Transportation Team, in September / October each year to assess the progress, and establish any further opportunities for scheme implementation during the second half of each year.

### 5.3.1 Proposed Schemes for 2014/15

All Heads of Service were invited to submit bids by Friday 31<sup>st</sup> January 2014 for consideration. The following list of schemes agreed by Corporate Management Team, are highlighted below. It should be noted the list is not prioritised.

- **It should be noted that none of the schemes below have an ACC budget allocation for 2014/15 or onwards**
- A copy of the reserve, on-hold and rejected schemes are attached as Appendix D within this report for information.

<b>Project Name</b>	<b>Brief Description</b>	<b>2014/15</b>
Emergency Contingency Fund	Fund to pay for any accidents or emergency repairs required to BLE system	£50,000
Transportation Team Additional Staff Member	Additional member of staff to support, manage, promote, improve and deliver the LTS	£50,000
Energetica Corridor All Modes Feasibility Study	The feasibility study will consider all modes of transport along the A90 corridor from Bridge of Don to Peterhead and Fraserburgh and the route of the former Formartine & Buchan railway line from Dyce through Ellon (Energetica Corridor).	£25,000
Cross City Transport Connections Feasibility Study (Scheme from Strategic Infrastructure Plan)	The feasibility study will start to investigate ways to maximise connectivity between new developments arising from the Local Development Plan, including continuing discussions with Nestrans and Transport Scotland in relation to planning and funding.	£50,000
Bikeability Development and Sustainability Project	A 12 month project to train future generations of Aberdeen young people to be responsible and safe cyclists on the roads. This project aims to significantly increase the impact and future sustainability of the Bikeability programme currently being rolled out to primary schools.	£20,000
Smart Technology Parking Officer Fixed Term	A twelve month post to investigate, develop and purchase of a back office system to streamline and integrate - Enforcement, Appeals, Permits, Bus Lane Enforcement, Vehicle uplifts, Cashless Parking, Blue Badges and ANPR solutions.	£40,000

Bus Lane Signing & Lining Maintenance	This would allow the bus lanes to be maintained to a higher standard than they can be currently due to prioritisation of the limited revenue budget for this work type.	£10,000
Bus Shelter Replacement	Primary replacement programme of Trueform Bus Shelters in the City. These shelters have not weathered well and are rusting badly and in many locations are being removed on safety grounds. The proposal is to replace 30 by 28th February 2015 with shelters more standardised across the City and which have proved to have a good length of lifespan and relatively low maintenance costs. On-going maintenance and cleaning costs would be met from existing budgets.	£50,000
Bus Stop Carriageway Reconstruction	This investment would benefit the bus lanes directly by keeping the bus stops in a better condition than they might otherwise be kept. The lifespan of repairs in these locations is estimated to be around ten years.	£15,000
Wayfinding Pilot Scheme <u>After yesterday's Full Council decision to fund this scheme from another budget this pilot scheme will only require £2,000 funding from BLE</u>	The next phase is to install a pilot scheme to ensure that the signage meets the aspirations of the residents and visitors of Aberdeen. A monitoring exercise would then be undertaken to measure response. This is assumed to be a joint funded scheme with Aberdeen Inspired.	£50,000 = <u>NOW £2,000</u>
	<b>Total</b>	<b>£952,700</b> <b>£904,700</b>

## 6. IMPACT

The contents of this report link to the Community Plan vision of creating a sustainable City with an integrated transport system that is accessible to all.

The project will contribute to delivery of the Smarter Mobility aims of Aberdeen – The Smarter City: We will encourage cycling and walking, and we will provide and promote a sustainable transport system, including cycling, which reduces our carbon emissions.

The project will assist in the delivery of actions identified in the Single Outcome Agreement (SOA) 2013, in particular the Thematic Priority of Safer Communities (Safer Roads) and the Multi-lateral Priority – Integrated Transport (Aberdeen is easy to access and move around in).

The project will also assist delivery of the 5 year Corporate Business Plan, in particular the Enterprise, Planning and Infrastructure Directorate's aim to protect and enhance our high-quality, natural and built environment.

## Appendix A – LTS Policy Content

The vision for the Aberdeen City LTS is to develop “A sustainable transport system that is fit for the 21st Century, accessible to all, supports a vibrant economy and minimises the impact on our environment”.

The strategy states that;

We will **improve** our transport infrastructure and services by:

- Promoting walking and cycling as a means of travel and recreation. This will be through improving walking and cycle routes and facilities throughout Aberdeen and improved awareness raising and information campaigns.
- Working with bus operators to deliver a more effective Quality Bus Partnership (potentially leading to a Statutory Quality Partnership). Through this Partnership, the City Council will commit to:
  - reducing the actual running time of bus services and the relative journey times by bus compared to other vehicles by investing in improved bus passenger priority measures including greater enforcement of existing bus lanes and the introduction of urban traffic controls;
  - developing Punctuality Improvement Partnerships progressively to improve bus running speeds relative to other vehicles;
  - continued investment in bus stop/shelter facilities;
  - creating interchange facilities to support network expansion;
  - providing real time information; and
  - increasing investment in non-commercial services.
- Pilot new public transport services, particularly circumferential bus services linked to industrial estates (and potentially schools);
- Improving network capacity (easing pinch points) and using prioritisation of road space to support sustainable modes
- Implementing new and improved Intelligent Transport Systems (ITS) to manage traffic flows across the City and aid prioritisation of sustainable transport modes;

**It should be noted that the National Household Census, carried out in 2011, highlighted that 31% of households in Aberdeen do not have access to a vehicle therefore rely on public transport, walking or cycling as their primary modes of transport.**

We will **promote** the use of sustainable transport modes by:

- Ensuring land use plans and development management support sustainable travel and do not encourage car dependency;

## Appendix B

### Running Costs of the Scheme from April 2013 – December 2013

Items	Cost Per Month/Unit	Total Costs
<b>Infrastructure</b>		
4 additional bus lane cameras	£18, 978 per unit	£75,912
<b>Operational</b>		
4 x 10GB Sim Cards for Cameras	£220.00 per month	£1,980
ICES Costs	Not applicable	
ACC IT Costs	Not applicable	£1,717
SPAS Appeals Costs*	£54.00 per hour	£1,000
<b>Staffing</b>		
3 x Permanent Staff	£7,615.50 per month	£68,539.50
Share of existing LTS staff resources		£157,500
<b>Totals</b>		<b>£306,648.50</b>

\*Scottish Parking Appeals Service (SPAS) charge by the hour to hear Bus Lane Charge Notice Appeals. The costs may vary per year and per month.

E.g. 50 appeals per year x 1 hour per appeal = £2,700

500 appeals per year x 1 hour per appeal = £27,000

### Running Costs of the Scheme from January – March 2014

<b>Operational</b>		
8 x 10GB Sim Cards for Cameras	£440.00 per month	£1,320
ICES Costs	Not applicable	£0
SPAS Appeals Costs*	£54.00 per hour	£300
<b>Staffing</b>		
3 x Permanent Staff	£7,615.50 per month	£22,846.50
Share of existing LTS staff resources		£52,500
<b>Total Costs for 3 months</b>		<b>£76,966.50</b>

## Appendix C – Sample Bid Pro-forma

Bus Lane Enforcement Expenditure Proposal 2014/15		
<b>Title of Project:</b> <i>Replacement of Pedestrian Crossing with Toucan Crossing</i>		
<b>Description of Project (including timescales):</b> <i>Replacement of pedestrian crossing facility on King Street opposite Jasmine Terrace. This scheme would be completed by 31 January 2015.</i>		
<b>Links to Local Transport Strategy (please specify how the project links to the LTS aims and objectives and TICK ALL RELEVANT BOXES in Appendix A)</b>		
<b>Total Costs of Project including Whole Life Costs:</b>		
Description of Works	Year Costs Incurred	Total Costs
<i>Supply and Installation of Toucan Crossing</i>	<i>2014/15</i>	<i>£40,000</i>
<i>Electrical Supply Costs per Year</i>	<i>Annually</i>	<i>£300</i>
<i>Maintenance Contract Costs</i>	<i>Every 5 Years</i>	<i>£5,000</i>
<i>Replacement of Signal Bulbs, Repainting of Stanchions etc</i>	<i>Every 5 Years</i>	<i>£1,000</i>
<i>Estimated Life of Asset in Years</i>	<i>15</i>	
<i>Whole Life Costs Total</i>		<i>£56,500</i>
<i>Refurbishment / Replacement of Toucan Crossing in 15 Years</i>		<i>£55,000</i>
<b>Name and contact details of project manager:</b>		
<p>Please note if the above project is successful in receiving funding the Project Manager is required to complete a projected spend profile and key milestones update document every 8 weeks which will be reported to ESP&amp;I Committee</p>		

schemes		
<ul style="list-style-type: none"> <li>Managing transport and travel planning services for school travel and young people</li> </ul>		
We will promote the use of sustainable transport modes by:		
<ul style="list-style-type: none"> <li>Ensuring land use plans and development management support sustainable travel</li> </ul>		
<ul style="list-style-type: none"> <li>Encouraging the development of travel plans for all major employers within the City</li> </ul>		
<ul style="list-style-type: none"> <li>Increased promotion of walking and cycling for local trips</li> </ul>		<b>x</b>
<ul style="list-style-type: none"> <li>Promotion and extension of the Council's car pool</li> </ul>		
<ul style="list-style-type: none"> <li>Development of the Car Club and continued promotion of car-sharing</li> </ul>		
<ul style="list-style-type: none"> <li>Consideration of incentives for car-sharers (and more environmentally friendly vehicles)</li> </ul>		
<ul style="list-style-type: none"> <li>Increased promotion of flexible working and other measures</li> </ul>		
<ul style="list-style-type: none"> <li>Introduction of salary sacrifice schemes to promote the use of cycling and public transport</li> </ul>		
<ul style="list-style-type: none"> <li>Promoting the need to address local air quality and noise pollution problems through more innovative and targeted awareness raising campaigns</li> </ul>		
<ul style="list-style-type: none"> <li>Supporting regeneration projects that increase the liveability of our City</li> </ul>		
We will improve our transport infrastructure and services by:		
<ul style="list-style-type: none"> <li>Promoting walking and cycling</li> </ul>		<b>x</b>
<ul style="list-style-type: none"> <li>Developing Core Paths</li> </ul>		
<ul style="list-style-type: none"> <li>Improving parking facilities for Powered Two Wheelers</li> </ul>		
<ul style="list-style-type: none"> <li>Delivering a more effective Quality Bus Partnership</li> </ul>		
<ul style="list-style-type: none"> <li>Improving journey times and reliability of buses</li> </ul>		
<ul style="list-style-type: none"> <li>Improving bus stop/shelter facilities;</li> </ul>		
<ul style="list-style-type: none"> <li>Creating interchange facilities to support network expansion; providing real time information; and increasing investment in non commercial services.</li> </ul>		
<ul style="list-style-type: none"> <li>improved passenger information – paper and web based</li> </ul>		
<ul style="list-style-type: none"> <li>Creating inter-availability of tickets</li> </ul>		
<ul style="list-style-type: none"> <li>Commitment to providing fare incentives for passengers buying longer period tickets</li> </ul>		
<ul style="list-style-type: none"> <li>Commitment to reinvest resources saved by improved bus running speeds into new links or increased service levels</li> </ul>		

## Appendix D – Reserve, On-Hold and Rejected List of Schemes

Project Name	Brief Description	Information
<b>Reserve List</b>		
Wayfinding Full Scheme	During 2013/14 Aberdeen Inspired led a project to design and develop a new wayfinding scheme for Aberdeen City Centre. On completion of a successful pilot scheme it would be intended to roll out the scheme to the wider city centre area. This bid is for the full scheme to be implemented, it may however be more appropriate to implement in phases.	Awaiting confirmation of success of Pilot Scheme
CP Torry Battery	Carry out works to repair potholes and resurfacing works to car parks, this works link with Corepath 78. Carpark 1 Area 1070 M2. (tar) Carpark 2 Area 821 M2. (Tar) Carpark 3 Area 1019 M2.(Tar) Carpark 4 Area 4379 M2 (Gravel Bound)	
Pittengullies Brae	There are several drainage issues on core paths 66,70 and 76 on the Deeside Line and paths linking to the River Dee path in the Pittengullies Brae area. CP 70 has become seriously eroded as a result of water flowing over the surface.	
CP Council Parks Paths	Carry out works to repair potholes, clear drainage channels as required at various parks throughout city. Core Paths 6, 21, 23, 24, 69, and 75 are within the parks.	
Beach Promenade Line signage and interpretation / information panels (Core Path 19)	There is a requirement for a range of signs and interpretation panels along the Beach promenade. It is anticipated that 12 no interpretation panels are required.	
<b>On Hold List</b>		
Replacement of Pay & Display Machines	Additional Pay and Display machines to replace existing machines which are now no fit for purpose.	On Hold until Smart Technology Parking Officer completes feasibility study
Cultural Festivals - Plus Bus Pilot Scheme	Aberdeen City Council, in partnership with Visit Aberdeen, has recently established a 'Festivals Collective' incorporating the city's key cultural festivals. Both parties have committed funding for an initial pilot period (February 2014 – April 2015) with the view of undertaking an evaluation before committing further long-term support. The initial funding will cover the employment of a Coordinator and the delivery of a series of pilot activities such as joint branding, programming and fundraising.	On-hold until confirmation of detailed funding provided.

	<p>programmes to act as a pathway to skills and knowledge development. The courses would train 60 to 80 young people and be based either at Adventure Aberdeen or at individual school premises.£10,000 bid.</p>	
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CP Kincorth Hill	£98,000	£3,000	15	£143,000	40	Medium	High	Low
CP Waulkmill Bridge	£20,000	£50	30	£21,500	40	Low	Low	Low
CP Maintenance	£9,500	£9,500	1	£9,500	40	Low	Low	Low
CP Manor Avenue	£35,000	£150	25	£38,750	40	Low	Low	Low
CP Deeside Line Signage Renewal	£9,200	£500	1	£9,700	40	Low	Low	Low
CP Brimmond Hill	£54,000	£1,300	20	£80,000	40	Low	Medium	Low
CP Hazlehead Woodlands Paths	£150,000	£5,000	10	£200,000	40	High	High	Low
CP Baird's Brae	£14,500	£250	15	£18,250	40	Low	Low	Low
CP Hazlehead Roads Network	£106,000	£5,000	15	£181,000	40	High	High	Low
Cycle Infrastructure Maintenance and Cycle Event Promotions	£15,000	£0	1	£15,000	40	Low	Low	Low
Park & Ride Maintenance	£50,000	£1,000	10	£60,000	30	Medium	Medium	Low
Bus Lane Signing & Lining Maintenance	£10,000	£10,000	1	£20,000	64	Low	Low	Medium
Bus Shelter Replacement	£50,000	£2,000	25	£100,000	27	Medium	High	Low
Bus Stop Carriageway Reconstruction	£15,000	£0	1	£15,000	18	Low	Low	Low
Wayfinding Pilot Scheme	£50,000	£1,000	1	£51,000	30	Medium	Medium	Low
<b>Totals</b>	<b>£952,700</b>	<b>£38,750</b>		<b>£1,179,200</b>				

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